

2009 - 2014 Clark County Transportation Improvement Program (TIP)





2009 - 2014

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

November 2008

Clark County Public Works

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CLARK COUNTY, WASHINGTON RESOLUTION NO. 2008-11-14

A RESOLUTION relating to adoption of the 2009-2014 Six-Year Transportation Improvement Program (TIP).

WHEREAS, a public hearing on the 2009-2014 Transportation Improvement Program was held at 10:00 A.M., Wednesday, November 26, 2008 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this is to certify that a written report with respect to deficient bridges was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-20-060; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish its consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program in accordance with chapter 36.70A RCW; and,

WHEREAS, the County commits to funding those projects so designated as "Reasonably Funded" in the program for purposes of Concurrency, as shown in the Financial Analysis section of the TIP, incorporated by reference; and,

WHEREAS, the Board of County Commissioners is in regular session assembled this day.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, that the attached 2009-2014 Transportation Improvement Program, as submitted by the Director of Public Works, is hereby adopted.

DATED thisday of	<u>NÓU·</u> , 2008
ATTEST: Admir Mands Clerk to the Board	BOARD OF COUNTY COMMISSIONERS FOR CLARK COUNTY, WASHINGTON Stilly Sur Maris
APPROVED AS TO FORM ONLY:	BETTY WE MORRIS, Chair
ARTHUR D. CURTIS Prosecuting Attorney	MARC BOLDT, Commissioner
CHRISTOPHER HORNE Sr. Deputy	STEVE STUART, Commissioner

Civil Prosecuting Attorney

* 5 9 1 6 5 4 *



CLARK COUNTY, WASHINGTON RESOLUTION NO. 200-1-1

A RESOLUTION relating to adoption of the 2009 Annual Construction Program element of the 2009-2014 Six-Year Transportation Improvement Program (TIP).

WHEREAS, a public hearing on the 2009 Annual Construction Program was held at 10:00 A.M., Wednesday, November 26, 2008 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this Annual Construction Program has been analyzed to establish its consistency with the adopted Transportation Improvement Program; and,

WHEREAS, this Annual Construction Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program; and,

WHEREAS, the Board of County Commissioners is in regular session assembled this day.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, that the 2009 Annual Construction Program element of the 2009-2014 Transportation Improvement Program, as submitted by the Director of Public Works and attached and incorporated by reference, is hereby adopted.

DATED this ______ day of ______, 2008

Civil Prosecuting Attorney

ATTEST:

BOARD OF COUNTY COMMISSIONERS FOR CLARK COUNTY, WASHINGTON

APPROVED AS TO FORM ONLY:

BETTY SUE MORRIS, Chair

MARC BOLDT, Commissioner

CHRIST OPHER HORNE, Sr. Deputy

STEVE STUART, Commissioner



2009 - 2014 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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PARTICIPANTS

This document represents a collaborative effort between the Clark County Board of Commissioners, Transportation Improvement Program Involvement Team (TIPIT), individual citizens, and Clark County staff. Thank you to all who participated in the development of the program.

Clark County Board of Commissioners (2008)

Betty Sue Morris, Chair Steve Stuart, Commissioner Marc Boldt, Commissioner

Transportation Improvement Program Involvement Team

Jim Carothers – City of Camas

Darrell Haynes – Brush Prairie

Winston Jacobson - Camas

Bud Ledbetter – Laidlaw Transit

Shane McKenzie - City of Battle Ground

Pam Neal- Columbia River Economic Development Council (CREDC)

Dale Robins – Regional Transportation Council (RTC)

Marilyn Roth – Fir Park

Jack Shnoebelen – Salmon Creek

Bud Van Cleve – NE Hazel Dell Neighborhood

Mike Viles – Bicycle Advisory Committee

Scott Walstra – Greater Vancouver Chamber of Commerce

Dan West - Citizen

Phil Wuest - City of Vancouver

Clark County Staff

Peter Capell – Director of Public Works

Bill Wright – Public Works Programming

Matt Hall – Public Works Project Management

Dave Shepard – Public Works Operations

Mike Mabrey - Community Planning

Craig Randall – Clark County Sheriff's Office

Karen Streeter – Public Works Environmental

Jim Gladson – Pubic Works Public Information and Outreach

Lisa Hemesath – Public Works Environmental

Nikki Bushaw – Public Works Real Property Services

Dan Kaler – Geographic Information Systems (GIS)

Mike Emrick – Public Works Design

Rob Klug – Public Works Transportation Engineering/Operations

Ejaz Khan – Public Works Transportation Engineering/Operations

David Jardin – Public Works Concurrency

Susan Wilson – Public Works Programming

John Davis – Public Works Programming

Michael Derleth – Public Works Programming

Introduction

Limited resources, combined with increasing transportation demands in the area, make Clark County's 2009-2014 Six-Year Transportation Improvement Program (TIP) essential to achieve the goals and objectives of the County Comprehensive Plan. The TIP uses objective criteria to evaluate and prioritize the many possible road improvement projects. The TIP assigns available revenues to the projects to achieve the goals of the Comprehensive Plan, regional transportation priorities, and to recognize the vision set by the community and the Board of County Commissioners.

Aside from the practical reasons for developing the TIP, there are legal requirements to consider. The laws of the State of Washington (WAC 136.15.050) require the preparation and annual updating of a six-year comprehensive transportation program. The TIP shall be adopted by the county legislative authority each year and shall include all anticipated road and bridge construction projects, capital ferry expenditures, paths and trails projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118, extension 4944.

WHAT IS IN THIS PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program,
- An analysis of financial constraints,
- The Six-Year Program Funding Matrix,
- The Annual Construction Program for 2009,
- An index and map of the projects included in the program,
- Traffic impact fee (TIF) area maps,
- Detail sheets for all funded road projects in the 6-year program.

PROGRAM DEVELOPMENT

PROCESS SUMMARY

The development of the Transportation Improvement Program (TIP) includes the following steps and processes:

<u>Defining a Vision</u> - Define the Board of County Commissioners' vision and expectations, and obtain endorsement for the TIP development process. Much of this vision has been defined in the 20-year Capital Facility Plan through the County Comprehensive Growth Plan.

<u>Assembling a Project Team</u> - Establish a project team with the resources to execute the TIP development plan.

* <u>Develop a Public Involvement Plan</u> - Provide a forum for meaningful public understanding and input into the program.

<u>Reviewing the Existing Program</u> - Define successful elements of the previous TIP and potential areas for improvement.

- * <u>Identifying Applicable Projects</u> Establish initial list of projects.
- * <u>Preparing an Evaluation Criteria</u> Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.
- * <u>Collecting Data</u> Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.
- * <u>Evaluating Projects</u> Measure and rank each project based upon evaluation criteria and supporting data.

<u>Draft Plan</u> - Compile a working document for review and refinement.

Reviewing the Draft Plan - Acquire input and comments from stakeholders/participants.

<u>TIP Adoption</u> - Board of County Commissioners adopts the TIP through a public hearing process.

<u>Assessing the Plan</u> - Continual refinement and improvement of plan and development process.

^{*} This step/process is executed every other year (usually on even years).

PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is to inform the public about transportation projects in their community, which is accomplished throughout the year. Public involvement is accomplished by participating in community open houses, presentations to neighborhood and business associations, Transportation Improvement Program Involvement Team (TIPIT) meetings; an internet information web site, access to a current TIP in the Vancouver Library, and news releases and newspaper advertisements.

A significant factor of the TIP is supplying the public with the opportunity to provide input into the development of the program. The purpose of the Public Involvement Program is to reflect public consensus on allocating resources for transportation capital improvements. Clark County Public Works coordinates with a cross-section of community members, representing a variety of different interests to identify general and specific community sentiment on issues relating to the transportation needs of our community.

A more extensive public process that the TIP undergoes on a biennial cycle is meeting with specific stakeholders called the Transportation Improvement Program Involvement Team (TIPIT). The TIPIT consists of a group of approximately 30 citizens, community stakeholders, and county staff, representing a wide range of views and backgrounds. In the past, the TIPIT has assisted the County with identifying projects, refining the project evaluation criteria, developing the project priority array, reviewing the draft TIP, and recommending a program to the county engineer.

The TIPIT Public Involvement Process is based on a biennial cycle. Usually, during oddnumbered years, the public involvement process is limited to individual contacts from the public and the public hearing to adopt the TIP. A full involvement process is usually undertaken during even-numbered years, which includes identifying potential TIP projects, reviewing the project evaluation system, and ranking all current and new projects.

PROJECT IDENTIFICATION

Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening, bridges, preservation projects, landslide repair, and pedestrian and bicycle facilities. With the exception of the Ongoing Programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

Per RCW 36.81.121, the TIP must be consistent with the County's adopted Comprehensive Growth Plan. The 20-year Capital Facilities Plan (CFP) reflects transportation priorities of the Comprehensive Plan. As a result, the TIP must consider projects from the CFP. After including the CFP projects in the TIP Priority Array, there is little funding available for projects that are not included in the CFP.

Ongoing Programs

The Ongoing Programs were established to address the completion of minor improvements and small-scale projects in specific categories with the exception of the Bridge Repair/Rehab Improvement Program, Sidewalk Program, and the Rural Road Improvement Program. These programs consist of the:

- Advanced/ Unprogrammed Right-of-way Purchases Program;
- Bridge Repair/Rehab Improvement Program;
- Environmental Impact Mitigation Program;
- ° Neighborhood Traffic Management Program;
- Road Preservation Program;
- Rural Road Improvement Program;
- Sidewalk and ADA Compliance Program; and
- ° Transportation Safety Improvement Program.

See the Ongoing Programs detail sheets section for descriptions of each of the ongoing programs.

Projects within the Ongoing Programs are brought forward by citizens and staff throughout the year as needs are identified. Safety and pedestrian projects considered for funding are generally taken from the Roadway Conditions Inventory Report which is updated annually. Bridge improvement projects are ranked annually based upon standardized bridge criteria. For more details on the Bridge Improvement Program, please contact Paul Williams at 397-6118 ext. 4347. The county Public Works Department is in the process of identifying a ranking system for funding projects within the Rural Road program.

PROJECT EVALUATION SYSTEM

The TIP project ranking and evaluation system is usually reviewed and altered on a biennial cycle during even-numbered years, concurrent with the public involvement process and applies only to the capital improvement projects. Occasionally, a project may bypass the ranking process due to an urgent/emergency situation or to develop a regionally significant project in conjunction with an adjoining agency (i.e. WSDOT or City of Vancouver). Bridge projects often bypass the ranking system as they are ranked and evaluated separately in the Bridge Improvement Program.

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the nine (9) measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure measures);
- Comparison to the Arterial Atlas;
- Concurrency;
- Multimodal;
- Route Connectivity;
- Environmental Impacts;
- Public/Agency Support;
- Support for Economic Development; and
- ° Leveraging of Outside (non-County) Funding

Based upon the established evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages.

EVALUATION CRITERIA

<u>Safety (Maximum Score = 30, Weight = 1)</u>

The safety criteria consider two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the substandard conditions that the project is intended to address.

Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles traveling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under consideration as follows (Note: ADT = Average Daily Traffic):

$$\mbox{Corridor Accident Rate} = \frac{\mbox{Total \# of Accidents} \times 10^6}{\mbox{Segment Length} \times \mbox{ADT} \times \mbox{Years} \times 365}$$

$$Intersection \ Accident \ Rate = \frac{Total \ \# \ of \ Accidents \times 10^6}{ADT \ Entering \times Years \times 365} \ \ \text{(for intersection projects only)}$$

The critical rate is calculated from the following formula:

$$Critical\,Rate = \overline{R} + k \times \sqrt{\frac{\overline{R}}{m}} + \frac{1}{2 \times m}$$

Where:

 \overline{R} = 2.12 for segment \overline{R} = 0.80 for intersections k = 1.645 (constant) m = ADT × Years × 365 × Length/10⁶

The collision index is then calculated:

Collision Index =
$$\frac{\text{Accident Rate}}{\text{Critical Rate}}$$

Finally, interpolation from the following scale provides the collision portion of the safety score:

Collision Index	Collision Score
♦ equal to or greater than 1.8	65
♦ equal to 1.0	20
♦ equal to .5	10
♦ equal to 0	0

Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

Exposure Measu	Exposure Measure		
Existing Shoulde	Existing Shoulder Widths:		
♦ Betw♦ Betw♦ Betw	reen 0 and 1 foot wide reen 1 and 2 feet wide reen 2 and 4 feet wide reen 4 and 8 feet wide ter than 8 feet wide	5.0 3.75 2.50 1.25 0	
Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):			
♦ Betw♦ Betw♦ Betw	more objects per 100 feet of roadway veen 3 and 4 objects per 100 feet of roadway veen 2 and 3 objects per 100 feet of roadway veen 1 and 2 objects per 100 feet of roadway jects per 100-feet of roadway	5.0 3.75 2.50 1.25 0	
Roadside Drop-o	Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):		
♦ Betw♦ Betw♦ Betw	eet and greater veen 20 and 30 feet veen 10 and 20 feet veen 1 and 10 feet than 1 foot	5.0 3.75 2.50 1.25 0	

Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):

\Diamond	Between 0 and 2.5 feet	5.0
\Diamond	Between 2.5 and 4 feet	3.0
\Diamond	Between 4 and 5 feet	1.0
\Diamond	5 feet or more	0

Sidewalks (existing sidewalks or walkways along project corridor):

\Diamond	No existing sidewalks (shoulders for rural projects)	5.0
\Diamond	Some existing sidewalks (at least 65%)	2.50
\Diamond	Existing sidewalks along full length of project	0

Pedestrian Safety:

- Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use
- Directly serves a school or other high-volume source
 of pedestrian or bicycle use
 3.0

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- ♦ Existing alignment, sight distance deficiencies 5.0
- No existing alignment, sight distance deficiencies

Exposure Index =
$$\left(\frac{\text{AADT}}{1,000}\right) \le 1.0$$
 (maximum value of 1)

Exposure Score = Exposure Index X Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

Final Safety Score = Safety Score
$$\times \left(\frac{30}{100}\right)$$

Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)

Comparison of project's existing roadway section with the section specified in the County Arterial Atlas:

\Diamond	Requires additional travel lanes	1
\Diamond	Requires center/left-turn lane	2
\Diamond	Requires sidewalks (shoulders for rural)	1
\Diamond	Requires bike lanes (shoulders for rural)	1
\Diamond	Other projects	0

Concurrency (Maximum Score = 10, Weight = 1)

Concurrency standards are measured in terms of "average travel speed" for corridors (measured by standards set forth in Chapter 12.41, Transportation Concurrency Management System), and Level of Service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

\Diamond	The project will improve one or more intersections of regional	
	significance that are:	
	♦ Failing	6
	♦ Within 10% of failing	4
\Diamond	The project will improve an adopted concurrency corridor that is:	
	 Failing (below the threshold corridor speed) 	3
	Within 3 mph of failing	2
\Diamond	The project will improve conditions in an adopted transportation	
	moratorium area	1
	 Does not address any concurrency or LOS concerns 	0
\Diamond	The project will improve critical transportation features within or	
	immediately adjacent to a current or past urban holding area:	
	♦ Significant improvements	6
	♦ Partial improvements	4

Multimodal (Maximum Score = 6, Weight = 1)

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the "Comparison to County Arterial Atlas" criteria above):

\Diamond	Completes missing links in existing bike/pedestrian system	2
\Diamond	Improves access to a Park & Ride Facility	2
\Diamond	Improves the operation of a C-TRAN route within project limits	2
\Diamond	Improves Trail Connectivity (2006 adopted Regional Trail & Bikeway Systems Plan)	1

Route Connectivity (Maximum Score = 5, Weight = 2)

Project's link with other arterial and collector routes:

\Diamond	Project is linked to primary route (arterial or above) <u>AND</u>	
	secondary route (collector)	3
	OR	
\Diamond	Project links two primary routes	2
	OR	
\Diamond	Project links two secondary routes	1
\Diamond	Gap project	2
\Diamond	Other projects	0

Environmental Mitigation (Maximum Score = 6, Weight = 1)

Based upon preliminary review by County staff, each project will be given a score of six and then points will be deducted, based on the following environmental impacts types (lowest possible score equals zero):

\Diamond	No significant impacts anticipated	0
♦♦	Low category wetland impact (roadside ditches, category 4 wetlands) Medium category wetland impact (cumulative impacts/ category 2, 3 wetlands) High category wetland impact (category 1 wetlands includes ESA	(3) (4)
	impacts)	(5)
$\Diamond \\ \Diamond$	Stream impact (with or without wetland impact) Shoreline impact (with or without wetland impact)	(2) (1)
♦	Cultural/Archeological/Historically - Low impacts Cultural/Archeological/Historically - Medium impacts Cultural/Archeological/Historically - High impacts	0 (1) (2)
\Diamond	Wetland/habitat fragmentation impact	(6)

Public and Outside Agency Support (Maximum Score = 2, Weight = 1)

\Diamond	Supported by the Regional Transportation Council, State	
	Transportation Plan, or surrounding cities	1
\Diamond	Supported by the Public (TIPIT, adopted neighborhood circulation plan)	1
\Diamond	No known support by public or local agencies	0

Support for Economic Development (Maximum Score = 20, Weight = 1)

The number of potential future jobs used for scoring the projects is determined by the following:

1. The following property within one quarter-mile (0.25) of the project limits is determined using GIS data:

\Diamond	For vacant industrial property:	
	Vacant	\approx 6.75 jobs/gross acre
	Under-utilized	\approx 6.75 jobs/gross acre
	Vacant Critical	\approx 3.37 jobs/gross acre
	Underutilized Critical	\approx 3.37 jobs/gross acre
\Diamond	For commercial property:	
	Vacant	15 jobs/gross acre
	Under-utilized	15 jobs/gross acre
	Vacant with critical	12 jobs/gross acre

- 2. The potential future jobs are calculated by multiplying the total acreage times the job per gross acre. Values for jobs per gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.
- 3. The potential future number of jobs in the area is then used to determine the score.
 - Improves access to or is within the priority adopted Focused
 Public Investment Areas:
 - Potential future industrial jobs within one guarter-mile of project:

\Diamond	450 or more	7
\Diamond	350 to 449	5
\Diamond	250 to 349	3
\Diamond	140 to 249	1

Potential future commercial jobs within one quarter-mile of project:

\Diamond	1300 or more	3
\Diamond	700 to 1299	2
\Diamond	300 to 699	1

♦ Other projects

<u>Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)</u>

State/Federal grant sources, regional, municipal, or other non-county funds:

\Diamond	50% outside funds available	6
\Diamond	40% outside funds available	5
\Diamond	30% outside funds available	4
\Diamond	20% outside funds available	3
\Diamond	10% outside funds available	2
\Diamond	No funds committed	0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached Priority Array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting Priority Array is used as the starting point to decide which projects are funded in the next six years.

In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently underway. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the County to finish the project. In order to address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an "Obligated" category was created. If a project has 10% or greater of its total projected construction cost already expended, the project is considered to be one that the County is committed to completing and therefore is assigned an "obligated" status. However, the expending of 10% or greater of a project's construction budget generally indicates that, at a minimum, the engineering is well underway and the project has entered the right-of-way phase.

Obligated capital projects are listed alphabetically and assigned a letter in that order. The assigned letter does not indicate priority in any way.

PROGRAMMING CONSIDERATIONS

After establishing the priority array, available program dollars are assigned to projects with consideration to the following:

- ° Available grant funds,
- ° Available TIF funds,
- ° The priority array,
- Board of Commissioners' Special Projects, and
- Regional transportation priorities.

The Six-Year Program Matrix only displays those projects that have funding in at least one phase of the project during the next six years.

TITLE VI AND VII COMPLIANCE

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all County services, and services of its contractors. The County's practices of non-discrimination are consistent with Title VI and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the County, its contractors, subcontractors, and other sub-recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is County policy to afford all bidders an equal opportunity to quote and compete on equal terms. Disadvantaged Business Enterprises (DBE) are encouraged to respond to every applicable contracting opportunity. The County will ensure all businesses the opportunity to participate in the County's purchasing processes, fairly and competitively.

If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118. Questions concerning the county's procurement procedures or policies should be directed to the Purchasing Division at (360) 397-2323. Information is also available on the county's website: http://www.clark.wa.gov.

FINANCIAL ANALYSIS

There are several funding sources available for the engineering/design, right-of-way land purchases, and construction of transportation improvements in Clark County. The County Road Fund provides the principal source of program dollars. This local money is supplemented by federal and state grant dollars administered through different offices. Below is a brief description of available funds, along with a brief explanation of projected revenues from each source (see figure 3 on page 21 for percentage of program funded by the various grants over 6-years).

FEDERAL FUNDING SOURCES

The Intermodal Surface Transportation Efficiently Act (ISTEA) of 1991, the subsequent Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the newest Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 has provided needed federal funding. SAFETEA-LU guarantees funding for highways, highway safety, and public transportation and represents the largest surface transportation investment in our nation's history, totaling \$244.1 billion for 2006 through 2009.

SAFETEA-LU not only addresses the many challenges facing our transportation system today, but also lays down the groundwork for addressing future challenges. Such challenges include improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving the state and local transportation decision makers more flexibility for solving transportation problems in their communities. The specific grant programs available for Clark County through SAFETEA-LU include the following programs below:

Highway Bridge Replacement and Rehabilitation Program (HBRRP). This program's objective is to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on specific project needs.

• The Washington State Department of Transportation (WSDOT), Highways & Local Programs (H&LP) Division sponsors the Bridge Replacement Advisory Committee (BRAC). The BRAC exists to advise the staff and Director of H&LP on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP). The HBRRP, codified in 23 USC 144, provides funding for the replacement and rehabilitation of deficient bridges and for large preventative maintenance projects. Last year, Clark County was able to replace Klinline Bridge (NE Highway 99 at NE Salmon Creek) using \$6.3 million of BRAC funds.

Surface Transportation Program – Clark County Transportation Management Area (STP-TMA). The objective of the STP program is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Between \$2 -\$4 million per year is usually allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the surrounding cities within Clark County. Projects funded by the Surface Transportation Program are selected by the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards. In 2007, NE 119th Street was again awarded \$1.5 million (maximum limit allowed) and the Salmon Creek Interchange project was awarded \$2.25 million. In 2008, Clark County was awarded \$2 million to complete the NE 88th Street corridor from NE Highway 99 to NE St. Johns Road.

Surface Transportation Program - Transportation Enhancements (STP-Enhancement). Under TEA-21, 10% of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian "transportation projects," scenic or historic highways, and highway beautification (landscaping). The Chelatchie Prairie Rail Trail Project was awarded \$450,000 to build a segment of trail.

Rural County Two-Lane Roadway Program. ISTEA and TEA-21 provided a 10% set-aside from the Surface Transportation Program (STP) for the safety program. SAFETEA-LU (FFY 2004 - 2009) established a new core safety program that is separately funded from the STP program. In the 2006 Legislative Supplemental Budget, the Legislature identified a number of projects and uses for federal funds. The 2006 Supplemental Budget SSB 6241 Section 309 (15) appropriates \$9.7 million for 25 intersection and corridor safety projects. In addition, Section 309 (16) appropriates \$19.5 million for rural two-lane roadway projects including \$7.5 million for 15 county projects already under contract. The purpose of the Rural County Two-Lane Roadway program is to fund "high-accident-corridor" projects on two lane county roads.

Congestion Mitigation and Air Quality Improvement (CMAQ). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS). The funds will be used for non-roadway improvement projects such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. RTC selects projects for funding. Clark County was awarded \$900,000 to improve the NE 134th /139th Street corridor signal system and \$265,000 to support the NE Padden/Andresen Road Traffic Signal Project.

Safe Routes to Schools. The Safe Routes to School program is supported by both the Federal Government and Washington State Legislature through recent legislation. The Federal Transportation Act (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)) includes a new federal funding program for the Safe Routes to School program. The Engrossed Substitute Senate Bill 6091, also includes a state funding commitment to support pedestrian and bicycle safety projects such as safe routes to school, transit and pedestrian and bicycle paths.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Block grants are targeted for low and moderate income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

STATE FUNDING SOURCES

Transportation Improvement Board (TIB)

The Transportation Improvement Board (TIB) administers several state-funded grant programs. The TIB's mission is to fund "high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services."

TIB has three funding programs that Clark County qualifies for, which include the following:

Urban Corridor Program (UCP). This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects must be attributable to congestion caused by economic development or growth and be consistent with state, regional, and local comprehensive growth management plans. Local funds must provide a minimum 10-20% match of awarded grant funds. The NE 88th Street (NE Highway 99 to NE St. Johns Road) project was awarded \$3 million of TIB funds to complete improvements in the corridor.

Urban Arterial Program (UAP). This program was established by the State in 1967 and is funded by the Urban Arterial Trust Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometrics, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80% reimbursement, depending on agency population.

Urban Sidewalk Program (USP). This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. The selection criterion includes safety, pedestrian generators, convenience, public acceptance, and project cost. Clark County received \$150,000 for the NE 159th Street Hockinson Walkway project.

Washington State Recreation and Conservation Office (RCO)

The RCO, formerly known as the Office of the Interagency Committee (IAC), is an executive branch state agency that serves five boards, the Recreation and Conservation Funding Board (RCFB), the Salmon Recovery Funding Board, the Forum on Monitoring Salmon Recovery and Watershed Health, the Washington Biodiversity Council, and the Invasive Species Council. The RCO manages nine grant programs, including the largest park grant program in the state of Washington. RCO creates and maintains opportunities for recreation, protects the best of the state's wild lands, and contributes to the state's efforts to recover salmon from the brink of extinction.

County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine (39) county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

Rural Arterial Program (RAP). In 1983, the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$40 million per biennium. The Moorehaven Slide Stabilization Project was awarded \$190 thousand in design funds in 2008.

County Arterial Preservation Program (CAPP). In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$30 million per biennium. Clark County receives approximately \$650,000 per year in CAPP funds.

Washington State Public Works Board

The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs.

Public Works Trust Fund (PWTF) Construction Loan Program. The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term, with an interest rate as low as one-half percent. The maximum for any agency is \$20 million dollars per biennium.

Public Works Trust Fund (PWTF) Pre-Construction Loan Program. The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design work, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as one-half percent. The maximum for any agency is one million dollars per biennium.

LOCAL FUNDING SOURCES

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved though taxes, private contributions, and other revenues.

Clark County Road Fund (CRF). The funds are established through County property tax, gas tax, and other revenues. By State law, 0.5% of the annual gas tax allocation (or approximately \$32,000 per year) must be used for special projects, such as bikeways. Figure 1 (page 20) shows the various sources of revenue that currently comprise the County Road Fund.

Transportation Impact Fee (TIF). New developments and re-developments are assessed TIFs, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was recently revised and adopted on September 25, 2007 (ordinance number 2007-09-14). The technical document defines the allowable funding amounts for each project.

Road Improvement District (RID). RID's are special projects which are funded by those properties benefiting from the improvement. The County will build the project, using revenue bonds from the RID participants. The 2009-2014 TIP does not project any revenues from RIDs. Clark County will pursue a Road Improvement District if a project is applicable and the adjacent property owners express an interest in the program.

Frontage Improvement Agreements (Private). A developer may enter into a frontage improvement agreement with the County where the developer pays the County for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage, curb and gutter, and signal/intersection improvements) and in cases where the development abuts a proposed road improvement project. It is often beneficial for the County to construct the improvements as part of the capital project.

Private/Latecomers (Private). According to State law and Clark County Code 12.36, new developments and re-developments may be charged "Latecomer Fees" by the County for improvements that would have been required as a part of the development, but are scheduled to be constructed by the County. These latecomer fees are collected as a reimbursement to the County for that expense. All projects shown on the six-year program matrix are considered eligible for latecomer reimbursement.

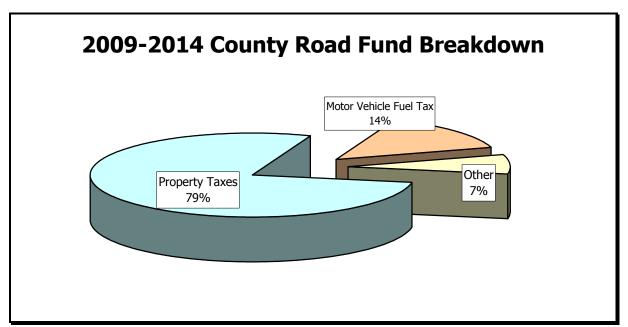


Figure 1

TIP EXPENDITURES

The expenditures in the 2009-2014 Transportation Improvement Program are from a combination of the sources discussed in prior pages. On page page 20, is figure 3 which indicates the percentage each source contributes to the 6-year TIP. The County Road Fund accounts for over half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs.

Improving safety and mobility is the focus of the program. It is important to note that all projects include aspects of safety, economic development, and mobility. Projects generally must include benefits to at least two of those three categories to score highly on the TIP. Figure 2 shows the 2009 annual construction program by phase.

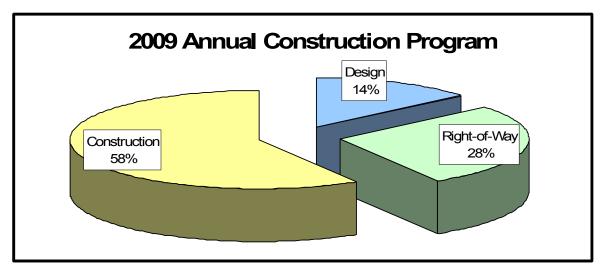


Figure 2

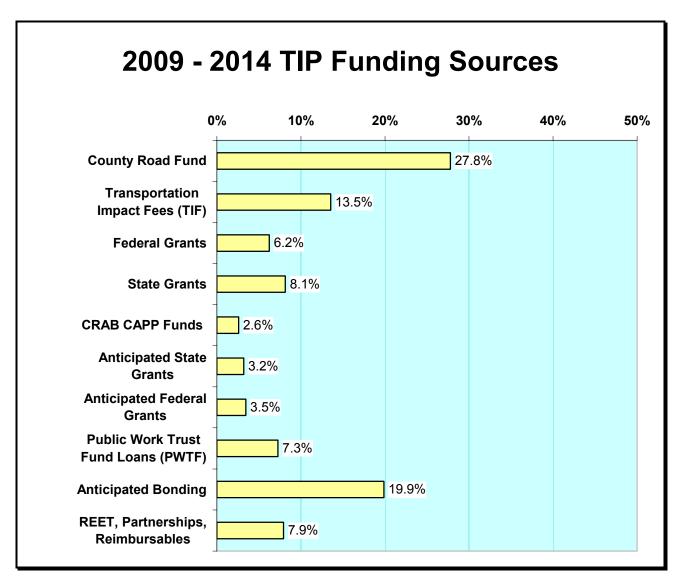


Figure 3

REASONABLY FUNDED PROJECTS

"Reasonably Funded" projects are defined based on ordinance 2007-09-12, adopted September 25, 2007 by the Board of Commissioners:

"Any improvements being implemented as part of the county's transportation improvement program that are reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application."

These projects include the following:

Ongoing Programs (locations to be determined)

- Advanced/Unprogrammed Right-of-Way Purchases Program
- Bridge Repair/Rehab Improvement Program
- Environmental Impact Mitigation Program
- Neighborhood Traffic Management Program
- Road Preservation Program
- Rural Road Improvement Program
- Sidewalks and ADA Compliance Program
- Transportation Safety Improvement Program

Improvement Projects	TIP Priority
 NE 88th Street – NE St. Johns Road to NE Andresen Road 	C^1
 NE 99th Street at NE 117th Street (SR-503) Intersection 	Е
 NE 119th Street at NE 117th Street (SR-503) Intersection 	F
 NE Ward Road / NE 172nd Avenue Intersection Realignment 	I
 Salmon Creek Interchange Project (Phase 1) 	J
 NE 134th Street Traffic Signal Optimization Project 	K
 * NE 119th Street (NE 72nd Ave. to NE 87th Avenue) 	1

^{*} Urban Holding Intersection Only.

2009-2014

¹ Lettered Projects = Obligated projects in the Funding Analysis

2009 - 2014 Transportation Improvement Program Project Funding Analysis

				2009				2010			2011			2012			2013			2014				
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Area & Eligibility
											IMPROV	EMENT PI	ROJECTS											
	Dayton Bridge #75 Replacement -	PE	0	0	0	130,000	0	0	140,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	300,000	
Α	Pup Road Jct. at Cedar Creek	ROW	0	0	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	
	WO Number: TBD	CN	0	0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	2,000,000	
Н	We Hamber 188	TOTAL	0	200 000	130,000	400.000	07.000	190,000		44.000	2,030,000			0			0			0		0	2,350,000	
В	NE 88th Street - NE Highway 99	PE ROW	941,000 277,000	200,000	161,000	1,200,000	87,000	8,000 300,000	523,000	14,000	300,000	200,000	839,000	0	0	0	0	0	0	0	0	0	1,350,000 4,000,000	Hazel Dell
	to NE St. Johns Road	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	512,000	1,289,000	7,698,000	9,499,000	
	WO Number: 330222	TOTAL	1,218,000		1,861,000	· ·	•	918,000	Ů	·	514,000	·	·	839,000	U	•	0	· ·	-	1,801,000	1,203,000	7,698,000	14,849,000	2,624,500
		PE	998,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	998,000	
С	NE 88th Street - NE St. Johns Road to NE Andresen Road	ROW	1,930,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,930,000	N. Orchards
		CN	300,000	1,000,000	1,000,000	4,200,000	0	260,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,760,000	
	WO Number: 321022	TOTAL	3,228,000		6,200,000			260,000			0			0			0			0		0	9,688,000	3,698,710
	NE 99th Street - NE 117th Avenue	PE	200,000	0	10,000	0	0	0	0	0	0	0	0	0	0	0	60,000	0	30,000	0	0	0	300,000	
D	(SR-503) to NE 137th Avenue	ROW	1,502,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,502,000	N. Orchards
	WO Number: 330522	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	0	1,751,000	4,751,000	3,963,720
Ш	WO Number: 550522	TOTAL	1,702,000		10,000			0			0			0			60,000			3,030,000		1,751,000	6,553,000	5,252,125
F	NE 99th Street at NE 117th Street	PE	0	0	0	150,000	0	120,000	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	280,000	N. Orchards
-	(SR-503) - Intersection	ROW	0	0	0	300,000	0	300,000	0	0	0	2,370,000	0	0	0	0	0	0	0	0	0	0	600,000 2,370,000	THE OF CHAINES
	WO Number: TBD	TOTAL	0	U	450,000	U	U	420,000	U	U	2,380,000	2,370,000	Ü	0	U	U	0	U	U	0	U	0	3,250,000	2,710,000
Н		PE	618,000	0	0	72,000	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000	
F	NE 119th Street at NE 117th Avenue (SR-503) - Intersection	ROW	2,605,000	0	0	1,000,000	0	395,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000,000	N. Orchards
		CN	0	0	0	0	0	0	0	0	0	2,300,000	0	0	0	0	0	0	0	0	0	0	2,300,000	
	WO Number: 340722	TOTAL	3,223,000		1,072,000		·	405,000			2,300,000			0			0			0	-	0	7,000,000	4,239,760
	NE 179th Street - NE 10th Avenue	PE	762,000	0	0	200,000	0	0	578,000	0	300,000	200,000	200,000	0	0	0	0	0	0	0	0	241,000	2,481,000	
G	to NE 29th Avenue	ROW	4,128,000	0	0	900,000	0	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	5,628,000	Mt. Vista
	WO Number: 381122	CN	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,756,000	15,757,000	12,023,700
	WO Number: 381122	TOTAL	4,891,000		1,100,000			1,178,000			500,000			200,000			0			0		15,997,000	23,866,000	12,023,700
н	I-5/NE 179th Street Interchange	PE	0	0	0	500,000	0	0	500,000	0	0	676,000	0	0	100,000	0	0	0	0	0	0	0	1,776,000	
1 "	Roundabouts - NW Delfel Road to NE 13th Avenue	ROW	0	0	0	0	0	0	0	0	0	724,000	500,000	0	0	0	0	0	0	0	0	2,079,000	3,303,000	
	WO Number: 390222	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,158,000	8,158,000	
Н		PE	1,667,000	196,000	500,000	0	0	500,000	0	0	1,400,000	0	0	600,000	0	0	0	0	0	0	0	10,237,000	13,237,000 1,863,000	
I	NE Ward Road / NE 172nd Avenue - Intersection realignment	ROW	1,192,000	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,232,000	N. Orchards
	Avenue - Intersection realignment	CN	5,000	1,485,000	0	2,210,000	3,154,000	946,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,000,000	
	WO Number: 350422	TOTAL	2,864,000	,,	3,931,000	, ,,,,,	, , , , , ,	4,300,000	,		0			0			0			0		0	11,095,000	2,609,700
H	Colmon Crook Teteration	PE	1,584,000	0	0	219,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,803,000	
J	Salmon Creek Interchange Project - Phase 1	ROW	3,606,000	0	10,000	1,084,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,700,000	Mt. Vista
		CN	0	0	0	0	0	1,528,000	17,823,000	0	1,512,000	1,000,000	1,718,000	1,300,000	18,000,000	80,000	1,348,000	0	0	0	0	0	44,309,000	0.075.330
	WO Number: 330322	TOTAL	5,190,000		1,313,000			19,351,000			2,512,000			21,018,000			1,428,000			0		0	50,812,000	8,975,220
	VAST Project: NE 134th Street - Traffic Signal Optimization (various locations) WO Number: 370222	PE	270,000	10,000	22,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302,000	Mt 1/5-1-
K		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Mt. Vista
		CN	23,000	209,000	198,000	899,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,329,000	725,000
Ш		TOTAL	293,000		1,338,000			0			0			0			0			0		0	1,631,000	Ť

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2009 - 2014 Transportation Improvement Program Project Funding Analysis

					2009			2010			2011		2012			2013			2014					
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Area & Eligibility
	VAST Project: NE Padden/	PE	0	70,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95,000	
L	Andresen Road - Traffic Signal	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Optimization (NE 78th St. to I-205 WO Number: 390312	CN	0	0	0	0	32,000	0	240,000	0	0	0	0	0	0	0	0	0	0	0	0	200,000	472,000	
	WO Number: 390312	TOTAL	0		95,000			272,000			0			0			0			0		200,000	567,000	
м	Chelatchie Prairie Rail Trail - Burnt	PE	265,000	0	0	97,000	0	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	382,000	
1	Bridge Creek/I-5 to NE Healy Road	ROW	0	25,000	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,000	
	WO Number: 361212	CN	265,000	0	122,000	0	0	30.000	0	0	663,000	663,000	0	0	0	U	0	0	0	0	0		663,000	
\vdash		PE	265,000	0	0	0	0	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,080,000	
N	Miscellaneous Projects - Various	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Locations	CN	383.000	100.000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100.000	0	0	100,000	0	0	0	0	
	WO Number: TBD	TOTAL	383,000		100,000	_	,	100,000	_	,	100,000	_	,	100,000	_	,	100,000	_	,	100,000	_	0	0	
\vdash		PE	0	0	0	350,000	0	0	400,000	0	0	650,000	0	0	0	0	0	0	0	0	0	0	1,400,000	
1	NE 119th Street - NE 72nd Avenue to NE 87th Avenue	ROW	0	0	0	1,300,000	0	0	0	0	55,000	4,845,000	0	0	0	0	0	0	0	0	0	0	6,200,000	N. Orchards
	to the orally worke	CN	0	0	0	0	0	0	0	0	0	0	0	3,000,000	1,835,000	0	1,825,000	0	0	0	0	3,240,000	9,900,000	
	WO Number: TBD	TOTAL	0		1,650,000			400,000			5,550,000			4,835,000			1,825,000			0		3,240,000	17,500,000	12,600,000
	NE O4th Avenue NE Daddon	PE	111,000	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000	0	200,000	0	0	688,000	1,149,000	
2	NE 94th Avenue - NE Padden Parkway to NE 119th Street	ROW	57,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000	0	0	300,000	5,094,000	6,251,000	N. Orchards
	· ·	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,100,000	12,100,000	
	WO Number: 350822	TOTAL	168,000		0			0			0			0			950,000			500,000		17,882,000	19,500,000	8,671,230
	NE 10th Avenue - NE 141st Street	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	0	0	20,000	0	0	40,000	
3	NE 10th Avenue - NE 141st Street to NE 149th Street	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	451,000	651,000	Mt. Vista
	WO Number: TBD	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200,000	3,200,000	1,919,220
	WO Number: 18D	TOTAL	0		0			0			0			0			20,000			220,000		3,651,000	3,891,000	1,919,220
	NE 119th Street - Salmon Creek	PE	222,000	0	0	0	0	0	0	0	0	0	150,000	0	0	0	20,000	300,000	200,000	0	0	61,000	953,000	Hazel Dell
4	Avenue to NE 72nd Avenue	ROW	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	0	700,000	300,000	0	0	100,000	2,100,000	nazei Deli
	WO Number: 340622	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,585,000	10,585,000	7,331,040
Ш	110 1101115611 5 10022	TOTAL	222,000		0			0			0			1,150,000			1,020,000			500,000		10,746,000	13,638,000	1,452,515
5	NE Highway 99 - NE 99th Street	PE	313,000	15,000	10,000	0	0	0	0	0	0	0	0	0	500,000	0	50,000	500,000	50,000	0	0	456,000	1,894,000	Hazel Dell
	to NE 107th Street	ROW	235,000	0	0	0	0	0	0	0	0	0	0	0	500,000	0	0	500,000	0	350,000	0	3,315,000	4,900,000	ridzer zen
	WO Number: 351022	CN	0 548.000	0	0 25.000	0	0	0	0	0	0	0	0	1,000,000	0	0	1.050.000	0	0	400,000	0	13,936,000	13,936,000	4,113,750
\vdash		PE	84,000	0	25,000	0	0	0	0	0	0	0	0	0	0	200,000	1,050,000	0	100,000	400,000	0	17,707,000 416,000	20,730,000 800,000	
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	40,000	0	1,398,000	1,838,000	N. Orchards
	to NE 117th Avenue (SK-303)	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000	7,000,000	
	WO Number: 350722	TOTAL	84,000	Ě	0	L ,	_	0			0			0	Ŭ	- ŭ	200,000	Ŭ	ŭ	540,000		8,814,000	9,638,000	4,965,360
Н		PE	186,000	0	0	500,000	0	0	500,000	0	0	400,000	0	0	0	300,000	0	0	0	200,000	0	1,438,000	3,524,000	
7	NE 10th Avenue - NE 149th Street to NE 164th Street	ROW	0	0	0	300,000	0	0	300,000	0	0	0	0	0	0	0	0	0	0	1,100,000	600,000	150,000	2,450,000	Mt. Vista
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,398,000	23,398,000	
	WO Number: 370922	TOTAL	186,000		800,000	1		800,000			400,000			0			300,000			1,900,000		24,986,000	29,372,000	7,176,929
	NE 99th Street - NE 72nd Avenue	PE	83,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	596,000	709,000	
11	to NE 94th Avenue	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,882,000	3,882,000	N. Orchards
	WO Noveles 274222	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,619,000	6,619,000	F 774 F60
L	WO Number: 371222	TOTAL	83,000		30,000			0			0			0			0			0		11,097,000	11,210,000	5,774,560
											CARRY	OVER PR	OJECTS											
H		PE	1,654,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,654,000	
C/O	Klineline Bridge #1 - NE Highway 99 at Salmon Creek RO	ROW	659,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	659,000	
		CN	10,883,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,983,000	
		TOTAL	13,196,000		100,000	1		0			0	-		0	1		0	1		0	-	0	13,296,000	

Page 2 of 3 11/10/2008

2009 - 2014 Transportation Improvement Program Project Funding Analysis

				2009			2010			2011			2012			2013			2014					
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Area & Eligibility
CIO	NE 72nd Avenue - North of NE	PE	955,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	955,000	N. Orchards
C/O	88th Street to NE 110th Street	ROW	1,232,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,232,000	N. Orchards
	WO Number: 310122	CN	6,500,000	945,000	0	278,000	0	0	277,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,000,000	3,408,600
\vdash		TOTAL	8,687,000 1,422,000	0	1,223,000	0	0	277,000 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,187,000	
C/O	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue	ROW	3,730,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,730,000	N. Orchards
	Avenue to NE 72nd Avenue	CN	13,656,000	416,000	0	258,000	0	0	257,000	0	0	0	0	0	0	0	0	0	0	0	0	0	14,587,000	1 1
	WO Number: 301422	TOTAL	18,808,000		674,000	-		257,000			0			0			0			0		0	19,739,000	9,200,460
											ONGO	ING PRO	GRAMS											
		PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Advanced Right-of-Way Purchases Program - TBD	ROW	770,000	300,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	0	2,070,000	1 1
	-	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 1
	WO Number: TBD	TOTAL	770,000		300,000			200,000			200,000			200,000			200,000			200,000		0	2,070,000	
	Transportation Safety	PE	817,700	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	822,700	
NA	Improvement Program - TBD	ROW	38,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,000	1 1
	WO Number: TBD	CN	3,706,632	280,000	0	0	150,000	0	0	200,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	5,236,632	1 1
		TOTAL	4,562,332	50.000	285,000			150,000			200,000			300,000			300,000			300,000		0	6,097,332	
NA	Sidewalks and ADA Compliance	PE	499,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	559,000	1 1
	Program - TBD	ROW	98,000 1,336,000	250,000	0	0	463,000	0	0 550,000	700,000	0	0	700,000	0	0	700,000	0	0	750,000	0	0	0	98,000 5,449,000	1 1
	WO Number: TBD	TOTAL	1,933,000	250,000	310,000	Ü	103,000	1,013,000	330,000	700,000	700,000	ŭ	700,000	700,000	ŭ	700,000	700,000	Ü	750,000	750,000	ŭ	0	6,106,000	1 1
H		PE	280,000	40,000	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620,000	
NA	Rural Road Improvement Program - TBD	ROW	40,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	1 !
	-	CN	156,000	90,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	1,010,000	711,000	0	1,000,000	0	3,367,000	1 1
	WO Number: TBD	TOTAL	476,000		440,000			100,000			100,000			100,000			1,110,000			1,711,000		0	4,037,000	
NA	Road Preservation Program - TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 1
	WO Number: TBD	CN	0	0	0	0	2,725,000	0	1,300,000	3,325,000	0	650,000	3,325,000	0	650,000	3,325,000	0	650,000	3,325,000	0	650,000	0	19,925,000	1 !
Н		TOTAL	0		0			4,025,000			3,975,000			3,975,000			3,975,000			3,975,000		0	19,925,000	
NA	Neighborhood Traffic Management	PE ROW	192,000 277,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192,000 277,800	1 1
	Program - TBD	CN	871,300	85,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	1,206,300	1
	WO Number: TBD	TOTAL	1,341,100	,000	85,000		,500	50,000		,000	50,000	<u> </u>	,000	50,000		,000	50,000		,000	50,000		0	1,676,100	1
H	Environmental Inc + Mills 1	PE	210,740	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260,740	
NA	Environmental Impact Mitigation Program - TBD	ROW	18,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,800	1 1
		CN	2,642,500	250,000	0	0	300,000	0	0	300,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	0	4,542,500	1 1
Ш	WO Number: TBD	TOTAL	2,872,040		300,000			300,000			300,000			350,000			350,000			350,000		0	4,822,040	
NΔ	Bridge Repair/Rehab Improvement	PE	166,000	50,000	0	0	0	0	190,000	0	0	10,000	0	0	0	0	0	0	0	0	0	0	416,000	
14/4	Program - TBD	ROW	0	0	0	0	0	0	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000	1 1
	WO Number: TBD	CN	363,000 529,000	250,000	300,000	0	250,000	480,000	0	250,000	260,000	0	250,000	250,000	0	250,000	250,000	0	250,000	250,000	0	0	1,863,000 2,319,000	1 1
Н		529,000	_	300,000			400,000			200,000	TOTALS		250,000			250,000		_	250,000		0	2,319,000		
				6.761.005	1 411 000	16 572 006	7.671.000	2.007.000	24 420 000	E 200 202	2 177 000		0.702.000	4 200 200	22 FOT 202	F 055 005	2 472 00-	4.400.000	7.516.000	E 222 000	2 020 000			
	Annual Totals by Fun		6,761,000	1,411,000	16,572,000	7,671,000	3,867,000	24,438,000	5,269,000	2,177,000	16,688,000	8,782,000	4,300,000	22,585,000	5,955,000	3,473,000	4,460,000	7,516,000	5,222,000	3,839,000				
	Annual Totals by Phase				ROW 6,830,000	CN 14,503,000	PE 2,553,000	ROW 2,718,000	CN 30,705,000	PE 2,290,000	ROW 6,324,000	CN 15,520,000	PE 950,000	ROW 3,039,000	CN 31,678,000	PE 1,600,000	ROW 2,200,000	CN 10,088,000	PE 800,000	ROW 3,490,000	CN 12,287,000		(ear TIP [·] 150,986,	
	Annual Totals			24,744,000			35,976,000			24,134,000			35,667,000			13,888,000			16,577,000					

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ANNUAL CONSTRUCTION PROGRAM FOR 2009

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE
B. BASE TOP COURSE
C. BITUM SURF TREATMENT
D. AC/PCC PAVEMENT
E. CURBS GUTTERS

F. SIDEWALKS

G. TRAFFIC FACILITIES H. PATHS, TRAILS, BIKEWAYS I. BRIDGES

J. FERRY FACILITIES
K. ENVIRONMENTAL MITIGATION
L. FISH PASSAGE

mental Assessment: S= Significant I= Insignificant F= Exemp

DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14+15+16)
(B) COMPUTED DAY LABOR LIMIT
(C) TOTAL DAY LABOR CONST. PROGRAM (Columns 16)

LINE (C) MUST BE SMALLER THAN LINE (B)

\$14,503

\$2,175

\$420

CLARK COUNTY

 Current Population:
 424,000

 Date Recommended Program Submitted:
 October 2008

 Date of Environmental Assessment:
 October 2008

 Date of Final Adoption:
 November 2008

 Ordinance/Resolution Number:
 2008-11-17

1	2	3	4	5	6	7	8	9	10 11	12	13	14	15	16	17
								Source	e of Funds (\$1,000'S)	Es	stimated Ex	penditur	es (\$1,000's	S)	
		Road		Project					Other Funds				Constr	uction	
Item No.	6YR Rank	Log	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	County	Source(Amount)	PE	ROW	CE	Contract	Day Labor	Total
		<u>'</u>		<u>'</u>		IMPROVE	EMENT PRO	JECTS							
1	С	21600	NE 88th Street NE St. Johns Road to NE Andresen Road, WO #321022	1.17	17	ABDEFGHK	S	1,000	TIF(1,000), STP-TMA(1,200), TIB- UCP(3,000)	0	0	744	5,456	0	6,200
2	В	19100	NE 88th Street NE Highway 99 to NE St. Johns Road, WO #330222	1.71	17	ABDEFGHK	I	400	TIF(161), STP-TMA(300), TIB- UCP(1,000)	300	1,561	0	0	0	1,861
3	J	43140	Salmon Creek Interchange Project Phase 1, WO #330322	4.9	NA	ABDEFGHI K	S	0	TIF(10), 2005 SAFETEA-LU HPP(219), TIB-TPP(1,084)	219	1,094	0	0	0	1,313
4	D	23940	NE 99th Street NE 117th Avenue (SR-503) to NE 137th Avenue, WO #330522	1.05	16	ABDEFGH	E	0	TIF(10)	10	0	0	0	0	10
5	F	94100	NE 119th Street at NE 117th Avenue (SR-503) Intersection, WO #340722	0.5	17	ABDEFH	S	0	REET(1,072)	72	1,000	0	0	0	1,072
6	I	95050	NE Ward Road / NE 172nd Avenue Intersection realignment, WO #350422	0.7	7	ABDEGKL	S	1,721	CRAB-RAP(950), PWTF(760), Safety Corridor(500)	196	40	443	3,252	0	3,931
7	5	91110	NE Highway 99 NE 99th Street to NE 107th Street, WO #351022	0.44	14	ABDEFGHK	I	15	TIF(10)	25	0	0	0	0	25
8	М	NA	Chelatchie Prairie Rail Trail Burnt Bridge Creek/I-5 to NE Healy Road, WO #361212	NA	NA	ABDHKL	I	25	RCO W&RP(40), REET(47), Trans. Enhancement(10)	97	25	0	0	0	122
9	K	43140	VAST Project: NE 134th Street Traffic Signal Optimization (various locations), WO #370722	3.4	19	BDG	E	219	TIF(220), CMAQ(854), WSDOT(45)	32	0	157	1,149	0	1,338
10	7	41410	NE 10th Avenue NE 149th Street to NE 164th Street, WO #370922	0.8	17	ABDEFGHK L	S	0	REET(800)	500	300	0	0	0	800
11	11	94100	NE 99th Street NE 72nd Avenue to NE 94th Avenue, WO #371222	1.1	16	ABDEFGHK L	S	30		30	0	0	0	0	30
12	G	94360	NE 179th Street NE 10th Avenue to NE 29th Avenue, WO #381122	0.97	14	ABDEFGHK L	S	0	REET(1,100)	200	900	0	0	0	1,100
13	L	22470	VAST Project: NE Padden/ Andresen Road gnal Optimization (NE 78th St. to I-205 / NE 58th to Padden), WO	3	14	BDG	E	70	CMAQ(25)	95	0	0	0	0	95
14	N	NA	Miscellaneous Projects Various Locations	NA	NA	ABDEFGH	E	100		0	0	12	88	0	100
15	E	23940	NE 99th Street at NE 117th Street (SR-503) Intersection	0.01	16	ABDEFG	I	0	REET(450)	150	300	0	0	0	450
16	1	94100	NE 119th Street NE 72nd Avenue to NE 87th Avenue	1.23	17	ABDEFGHK	S	0	REET(1,500), STP-TMA(150)	350	1,300	0	0	0	1,650
17	Н	NA	I-5/NE 179th Street Interchange Roundabouts NW Delfel Road to NE 13th Avenue, WO #390222	0.4	14	ABDE	I	0	REET(500)	500	0	0	0	0	500

ANNUAL CONSTRUCTION PROGRAM FOR 2009

\$14,503

\$2,175

\$420

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE
B. BASE TOP COURSE
C. BITUM SURF TREATMENT
D. AC/PCC PAVEMENT
E. CURBS GUTTERS

G. TRAFFIC FACILITIES H. PATHS, TRAILS, BIKEWAYS I. BRIDGES

J. FERRY FACILITIES
K. ENVIRONMENTAL MITIGATION

DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14+15+16)
(B) COMPUTED DAY LABOR LIMIT
(C) TOTAL DAY LABOR CONST. PROGRAM (Columns 16)

LINE (C) MUST BE SMALLER THAN LINE (B)

CLARK COUNTY

Current Population:424,000Date Recommended Program Submitted:October 2008Date of Environmental Assessment:October 2008Date of Final Adoption:November 2008Ordinance/Resolution Number:2008-11-17

	JEWALKS		L. FISH PASSAGE	L	L	INE (C) MUS	T BE SMALLER 1	THAN LINE (B)				Ordinari	ce/Resolution	i Nulliber.	2000	5-11-1/
Enviro	,		t: S= Significant I= Insignificant E= Exempt						<u>, </u>							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
								Source	of Funds (\$1,0	000'S)	Es	timated E	xpenditur	es (\$1,000'S	5)	
		Road		Project					Other Fu	nds				Constr	uction	
Item	6YR	Log	ROAD/PROJECT NAME AND LOCATION	Length	Func.	Work	Environ.								Day	
No.	Rank	No.	(Brief termini description or MP's; Bridge#)	(miles)		. ,	Assessmt.	County	Source(Am	ount)	PE	ROW	CE	Contract	Labor	Total
				TOTAL - IM	PROVEME	NT PROJEC	TS	3,580	17,017	7	2,776	6,520	1,356	9,945	0	20,597
						BRID	GE PROJE	CTS								
18	Α	96160	Dayton Bridge #75 Replacement Pup Road Jct. at Cedar Creek	0.02	7	I	I	0	BRAC(130	0)	130	0	0	0	0	130
				TOTAL - BR	IDGE PRO	JECTS		0	130		130	0	0	0	0	130
						ONGO	ING PROGE	RAMS								
19	NA	NA	Advanced Right-of-Way Purchases Program	NA	NA		I	300			0	300	0	0	0	300
20	NA	NA	Bridge Repair/Rehab Improvement Program	NA	NA	ABDEFGHK	S	300			50	0	30	220	0	300
21	NA	NA	Environmental Impact Mitigation Program	NA	NA	AKL	I	300			50	0	30	220	0	300
22	NA	NA	Neighborhood Traffic Management Program	NA	NA	ABDEFH	E	85			0	0	10	75	0	85
23	NA	NA	Rural Road Improvement Program	NA	NA	ABDEFGH	I	140	CRAB- RAP(300)	340	10	0	0	90	440
24	NA	NA	Sidewalks and ADA Compliance Program	NA	NA	ABDEFH	I	310			60	0	6	44	200	310
25	NA	NA	Transportation Safety Improvement Program	NA	NA	ABDEFGH	I	285			5	0	18	132	130	285
				TOTAL - ON	GOING PI	ROGRAMS		1,720	300		505	310	94	691	420	2,020
						CARRY	OVER PRO	JECTS								
26	СО	91250	NE St. Johns Road NE 50th Avenue to NE 72nd Avenue, WO #301422	1.46	14	ABDEFGHK L	S	416	Clean Water Fu	nd(258)	0	0	81	593	0	674
27	СО	92190	NE 72nd Avenue North of NE 88th Street to NE 110th Street, WO #310122	0.88	14	ABDEFGHK L	S	945	Clean Water Fu	nd(278)	0	0	147	1,076	0	1,223
28	СО	91110	Klineline Bridge #1 NE Highway 99 at Salmon Creek, WO #341322	0.03	14	ABDEFHIKL	S	100			0	0	12	88	0	100
				TOTAL - CA	RRY OVER	R PROJECTS		1,461	536		0	0	240	1,757	0	1,997
			ľ	ANNUAL CO	NSTRUCTI	ON PROGR	AM TOTALS:	6,761	17,983		3,411	6,830	1,690	12,393	420	24,744
						INTENANCE:	13,772	0		-,	-,	_,_,_,	/		13,772	
						INTENANCE:	13,772 NA	NA NA							NA NA	
						T LCIAL MA	LITTE LITARICE:	IVA	INA							IVA

38,516

CONSTRUCTION AND MAINTENANCE TOTAL:

2009 - 2014 Transportation Improvement Program

Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)		Leverage of Funding (6)	Spent to Date*	Total (100)
1	NE 119th Street - NE 72nd Avenue to NE 87th Avenue	26	10	4	0	6	0	1	16	2	0	65
2	NE 94th Avenue - NE Padden Parkway to NE 119th Street	9	10	8	1	10	4	0	17	0	0	59
3	NE 10th Avenue - NE 141st Street to NE 149th Street	22	8	2	0	6	6	2	11	0	0	58
4	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue	26	8	4	1	6	0	0	12	0	0	57
5	NE Highway 99 - NE 99th Street to NE 107th Street	23	8	6	2	4	0	2	11	0	0	56
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)	25	10	8	1	6	5	0	1	0	0	56
7	NE 10th Avenue - NE 149th Street to NE 164th Street	7	10	10	1	10	0	0	14	0	0	52
8	NE/NW 179th Street - I-5 to NW 11th Avenue	22	6	4	0	6	0	1	12	0	0	51
9	NE St. Johns Road - NE 68th Street to NE 50th Avenue	21	4	0	0	6	4	1	15	0	0	51
10	NE Delfel Road - NE 184th Street to NE 199th Street	12	8	4	1	6	0	0	20	0	0	51
11	NE 99th Street - NE 72nd Avenue to NE 94th Avenue	8	10	4	1	10	0	0	17	0	0	50
12	NE 47th Avenue - NE 63rd Street to NE 78th Street	20	10	0	0	4	3	0	13	0	0	50
13	NE Highway 99 - NE 107th Street to NE 119th Street	24	4	0	3	4	2	2	10	0	0	49
14	NE 99th Street - St. Johns Road to NE 72nd Avenue	16	10	0	1	8	0	0	14	0	0	49
15	NE 119th Street - NE 87th Avenue to NE 113th Avenue	10	10	4	1	6	2	1	12	0	0	46

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2009 - 2014 Transportation Improvement Program

Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)		Leverage of Funding (6)	Spent to Date*	Total (100)
16	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)	9	8	4	1	4	0	1	19	0	0	46
17	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street	19	8	4	4	4	5	1	0	0	0	45
18	NE 72nd Avenue - NE 65th Street to NE 78th Street	14	0	10	2	6	1	1	10	0	0	44
19	NE 50th Avenue - NE LaLonde Drive to NE 119th Street	12	8	2	3	6	2	0	10	0	0	43
20	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue	18	4	2	2	2	0	1	13	0	0	42
21	NE 20th Avenue - NE 154th Street to NE 15th Avenue	9	8	0	2	10	2	0	11	0	0	42
22	NE Salmon Creek Avenue - WSUV Entrance to NE 50th Avenue	25	8	2	1	6	0	0	0	0	0	42
23	NE 199th Street - NE 10th Avenue (SR- 502) to NE 15th Avenue	8	8	4	1	6	0	0	15	0	0	42
24	NW 11th Avenue - NW 139th Street to NW 149th Street	7	6	6	2	10	0	0	10	0	0	41
25	NE 29th Avenue - NE 134th Street to NE 179th Street	13	8	2	1	6	0	0	11	6	0	47
26	NE 119th Street - NE 117th Avenue to NE 152nd Avenue	12	8	6	2	6	0	0	6	0	0	40
27	NE 92nd Avenue - NE 119th Street to NE 159th Street	19	4	0	1	6	0	0	10	0	0	40
28	NE 88th Street Overcrossing - NE Hazel Dell Avenue to NE Highway 99	4	10	8	3	4	0	1	10	0	0	40
29	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance	8	8	4	1	6	1	0	12	0	0	40
30	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue	24	8	0	1	6	0	0	0	0	0	39

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2009 - 2014 Transportation Improvement Program

Project Ranking and Evaluation System (Priority Array)

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)		Leverage of Funding (6)	Spent to Date*	Total (100)
31	NE Highway 99 - NE 63rd Street to NE 99th Street	13	0	0	3	6	4	1	12	0	0	39
32	NE Delfel Road - NE 179th Street to NE 184th Street	11	8	4	1	2	0	0	13	0	0	39
33	NE 50th Avenue - NE 119th Street to NE 139th Street	16	8	4	0	6	5	0	0	0	0	39
34	NW 11th Avenue - NW 149th Street to NW 179th Street	12	4	4	1	6	0	0	11	0	0	38
35	NE 172nd Avenue - NE 18th Street to NE 39th Street	18	8	0	0	6	4	1	1	0	0	38
36	NE 179th Street - NE Cramer Road to NE 112th Avenue	13	10	0	1	10	0	1	2	0	0	37
37	NW 31st Avenue - Ridgefield City Limits to NW 319th Street	8	4	0	1	6	0	0	18	0	0	37
38	NE 72nd Avenue - NE 119th Street to NE 133rd Street	23	8	2	0	0	1	1	2	0	0	37
39	NW Seward Road - NW Bliss Road to NW 41st Avenue	23	4	0	1	4	4	0	0	0	0	36
40	NE 179th Street - NE 29th Avenue to NE 50th Avenue	18	6	4	0	6	0	1	1	0	0	36
41	NE 50th Avenue - NE 139th Street to NE 159th Street	17	8	2	1	6	0	0	1	0	0	35
42	NE Highway 99 - NE 122nd Street to NE 129th Street	8	8	0	3	4	1	0	10	0	0	34
43	NE 25th Avenue - Minnehaha Street to NE 78th Street	3	10	0	1	10	0	0	10	0	0	34
44	NW 119th Street - NW 16th Avenue to NW 36th Avenue	11	8	0	4	6	4	1	0	0	0	34
45	NW Bratton Road - Pacific Highway to NW 29th Avenue	22	4	0	1	4	2	0	0	0	0	33

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)		Leverage of Funding (6)	Spent to Date*	Total (100)
46	NE 179th Street - NE 50th Avenue to Cramer Road	15	8	2	1	6	0	1	0	0	0	33
47	NE 58th Street - NE Andresen Road to NE 81st Avenue	20	4	0	0	4	5	0	0	0	0	33
48	NE Salmon Creek Avenue/NE 64th Avenue - NE 50th Avenue to NE 159th	22	4	0	1	6	0	0	0	0	0	33
49	NE Ward Road at NE Davis Road - Intersection	25	4	2	0	0	1	0	0	0	0	32
50	NW 119th Street - NW 7th Avenue to NW 16th Avenue	11	8	0	2	6	4	1	0	0	0	32
51	NE 107th Avenue - NE Covington Road to NE 99th Street	13	4	0	3	6	5	0	0	0	0	31
52	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th	23	4	0	0	2	1	0	1	0	0	31
53	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue	17	4	0	0	8	0	1	0	0	0	30
54	NE 78th Street - Ward Road to NE 162nd Avenue	16	4	2	0	4	4	0	0	0	0	30
55	NE 130th Avenue - NE Padden Parkway to NE 99th Street	7	4	0	1	10	4	0	3	0	0	29
56	NE 68th Street - Highway 99 to NE 28th Avenue	10	4	0	1	4	0	0	10	0	0	29
57	NE 137th Avenue at NE 76th Street - Intersection	9	2	6	0	6	6	0	0	0	0	29
58	NE 99th Street - NE 137th Avenue to NE 152nd Avenue	7	8	0	2	6	4	0	2	0	0	29
59	NE 182nd Avenue at NE 159th Street - Intersection	8	4	6	1	6	4	0	0	0	0	29
60	NW Lakeshore Drive - NW 78th Street to McCann Road	11	8	0	3	6	0	1	0	0	0	29

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)			Leverage of Funding (6)	Spent to Date*	Total (100)
61	NE Ward Road - NE 88th Street to NE 172nd Avenue	13	10	4	1	0	0	0	0	0	0	28
62	NE 88th Street/NE 182nd Avenue - NE Ward Road to NE 83rd Street	9	4	8	1	6	0	0	0	0	0	28
63	NW 209th Street - NW Delfel Road to NW 31st Avenue	9	4	0	1	4	0	0	10	0	0	28
64	NE Brothers Road - NE 31st Avenue to NE 41st Avenue	13	4	0	1	6	4	0	0	0	0	28
65	NE Highway 99 at NE 102nd Street - Intersection	3	0	6	2	0	6	1	10	0	0	28
66	NE Ward Road - North of NE 172nd Avenue to NE Davis Road	17	4	2	1	4	0	0	0	0	0	28
67	NE 63rd Street - Interstate 205 to NE Covington Road	7	8	0	1	6	5	0	0	0	0	27
68	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street	11	4	4	0	4	4	0	0	0	0	27
69	NE 152nd Avenue - NE Ward Road to NE 99th Street	11	4	0	2	6	4	0	0	0	0	27
70	NE 63rd Street at NE 58th Avenue - Intersection	6	0	0	0	4	6	1	10	0	0	27
71	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue	10	8	2	1	6	0	0	0	0	0	27
72	NE 50th Avenue - NE 179th Street to NE 199th Street	9	8	4	0	6	0	0	0	0	0	27
73	NE 199th Street at NE 72nd Avenue - Intersection	12	8	0	0	4	2	0	0	0	0	26
74	NE 44th Street - NE St. Johns Road to NE 54th Avenue	11	4	0	0	6	5	0	0	0	0	26
75	NE 72nd Avenue at NE 239th Street - Intersection	11	4	0	0	6	4	0	0	0	0	25

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TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)		Leverage of Funding (6)	Spent to Date*	Total (100)
76	NW 41st Avenue - NW 169th Street to NW 182nd Street	16	4	0	1	4	0	0	0	0	0	25
77	SE 15th Street - Camas City Limits to SE 283rd Avenue	8	8	0	1	8	0	0	0	0	0	25
78	NW 21st Avenue - NW 99th Street to NW 119th Street	10	4	0	3	4	4	0	0	0	0	25
79	NE 50th Avenue - NE 159th Street to NE 179th Street	8	8	0	0	6	0	0	3	0	0	25
80	NE 182nd Avenue - SR-500 to NE 83rd Street	9	4	4	1	6	1	0	0	0	0	25
81	NW Krieger Road - NW 179th Street to NW 192nd Street	14	4	0	1	6	0	0	0	0	0	25
82	NE 71st Street - SR-503 to NE 124th Avenue	15	0	0	0	2	5	1	2	0	0	25
83	NE 132nd/137th/142 Avenue - NE 119th Street to NE 173rd Circle	12	8	0	0	4	0	0	0	0	0	24
84	NE 182nd Avenue - NE 159th Street to Risto Road	13	4	0	1	6	0	0	0	0	0	24
85	NE 259th Street - NE 10th Avenue to NE 45th Avenue	12	4	0	1	6	0	0	1	0	0	24
86	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue	9	4	0	1	6	4	0	0	0	0	24
87	NW 179th Street - NW 11th Avenue to NW 41st Avenue	11	4	2	1	6	0	0	0	0	0	24
88	NW 119th Street - NW 31st Avenue to NW 36th Avenue	9	8	0	3	0	4	0	0	0	0	24
89	NW 21st Avenue at NE Bliss Road - Intersection	6	0	6	1	4	6	0	0	0	0	23
90	NE 82nd Avenue at NE 259th Street - Intersection	9	4	0	0	6	4	0	0	0	0	23

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)		Leverage of Funding (6)	Spent to Date*	Total (100)
91	NW Hayes Road - NW 34th Avenue to NW 21st Avenue	13	4	0	1	4	0	1	0	0	0	23
92	NW 94th Street - NW 21st Avenue to NW 9th Avenue	13	4	0	0	2	4	0	0	0	0	23
93	NE J.A. Moore Road - NE 290th Street to NE 297th Street	13	4	0	0	6	0	0	0	0	0	23
94	NE Padden Parkway at SR-503 - Interchange	1	0	6	3	4	4	1	3	0	0	22
95	NW Bliss Road at NW 21st Avenue - Intersection	2	0	6	2	6	6	0	0	0	0	22
96	NE 99th Street at NE Hazel Dell Avenue - Intersection	4	0	6	2	6	4	0	0	0	0	22
97	NE Gabriel Road - Lewisville Hwy (SR- 503) to NE Kelly Road	11	4	0	1	6	0	0	0	0	0	22
98	NE Ward Road - NE Davis Road to NE 119th Street	17	4	0	0	0	0	0	0	0	0	21
99	NW Timmen Road/NW 10th Avenue - NW Spencer Road to NW 279th Street	9	4	0	0	2	5	0	1	0	0	21
100	NE 159th Street - NE Parkinen Road to NE 182nd Avenue	9	4	0	1	6	0	0	0	0	0	20
101	NE 72nd Avenue - NE 219th (SR-502) to NE 259th Street	9	4	0	0	6	0	1	0	0	0	20
102	NE 40th Street - NE 54th Avenue to NE 66th Avenue	6	4	0	0	6	4	0	0	0	0	20
103	NE 182nd Avenue - NE 119th Street to NE 159th Street	10	4	0	1	4	0	0	0	0	0	19
104	NW 36th Avenue at McCann Road - Intersection	3	4	4	3	0	4	1	0	0	0	19
105	NE 72nd Avenue - NE 133rd Street to NE 179th Street	9	0	2	0	6	0	0	0	0	0	17

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (20)	Leverage of Funding (6)	Spent to Date*	Total (100)
106	NW 179th Street - NW 41st Avenue to Krieger Road	7	4	0	1	4	0	0	0	0	0	16
107	NE 54th Ave/NE 47th St/NE 56th Ave - COV limits to NE 58th Street	9	2	0	0	2	2	0	0	0	0	15
108	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue	2	4	0	0	6	0	0	3	0	0	15
109	NE 72nd Avenue - NE 179th Street to NE 219th Street	9	0	0	0	2	0	0	0	0	0	11
110	NE Robinson Road at NE 267th Avenue (SR-500) - Intersection	0	2	0	0	0	6	0	0	0	0	8
111	NE 379th Street at NE 94th Avenue - Intersection	0	4	0	0	4	0	0	0	0	0	8

^{*}Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2009 - 2014 Transportation Improvement Program Project Index

(Listed Alphanumeric)

2009 - 2014 RANKING	PROJECT
М	Chelatchie Prairie Rail Trail - Burnt Bridge Creek/I-5 to NE Healy Road
Α	Dayton Bridge #75 Replacement - Pup Road Jct. at Cedar Creek
Н	I-5/NE 179th Street Interchange Roundabouts -
CO	Klineline Bridge #1 - NE Highway 99 at Salmon Creek
N	Miscellaneous Projects - Various Locations
51	NE 107th Avenue - NE Covington Road to NE 99th Street
29	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance
3	NE 10th Avenue - NE 141st Street to NE 149th Street
7	NE 10th Avenue - NE 149th Street to NE 164th Street
1	NE 119th Street - NE 72nd Avenue to NE 87th Avenue
15	NE 119th Street - NE 87th Avenue to NE 113th Avenue
26	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
30	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
4	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
F	NE 119th Street at NE 117th Avenue (SR-503) - Intersection
55	NE 130th Avenue - NE Padden Parkway to NE 99th Street
83	NE 132nd/137th/142 Avenue - NE 119th Street to NE 173rd Circle
57	NE 137th Avenue at NE 76th Street - Intersection
69	NE 152nd Avenue - NE Ward Road to NE 99th Street
100	NE 159th Street - NE Parkinen Road to NE 182nd Avenue
16	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
86	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
35	NE 172nd Avenue - NE 18th Street to NE 39th Street
36	NE 179th Street - NE Cramer Road to NE 112th Avenue
40	NE 179th Street - NE 29th Avenue to NE 50th Avenue
46	NE 179th Street - NE 50th Avenue to Cramer Road
G	NE 179th Street - NE 10th Avenue to NE 29th Avenue
103	NE 182nd Avenue - NE 119th Street to NE 159th Street
80	NE 182nd Avenue - SR-500 to NE 83rd Street
84	NE 182nd Avenue - NE 159th Street to Risto Road
59	NE 182nd Avenue at NE 159th Street - Intersection
23	NE 199th Street - NE 10th Avenue (SR-502) to NE 15th Avenue
73	NE 199th Street at NE 72nd Avenue - Intersection
21	NE 20th Avenue - NE 154th Street to NE 15th Avenue
85	NE 259th Street - NE 10th Avenue to NE 45th Avenue
43	NE 25th Avenue - Minnehaha Street to NE 78th Street
25	NE 29th Avenue - NE 134th Street to NE 179th Street
111	NE 379th Street at NE 94th Avenue - Intersection
102	NE 40th Street - NE 54th Avenue to NE 66th Avenue
74	NE 44th Street - NE St. Johns Road to NE 54th Avenue
12	NE 47th Avenue - NE 63rd Street to NE 78th Street
19	NE 50th Avenue - NE LaLonde Drive to NE 119th Street
33	NE 50th Avenue - NE 119th Street to NE 139th Street

2009 - 2014 Transportation Improvement Program Project Index

(Listed Alphanumeric)

2009 - 2014 RANKING	PROJECT
41	NE 50th Avenue - NE 139th Street to NE 159th Street
72	NE 50th Avenue - NE 179th Street to NE 199th Street
79	NE 50th Avenue - NE 159th Street to NE 179th Street
107	NE 54th Ave/NE 47th St/NE 56th Ave - COV limits to NE 58th Street
47	NE 58th Street - NE Andresen Road to NE 81st Avenue
67	NE 63rd Street - Interstate 205 to NE Covington Road
70	NE 63rd Street at NE 58th Avenue - Intersection
56	NE 68th Street - Highway 99 to NE 28th Avenue
82	NE 71st Street - SR-503 to NE 124th Avenue
CO	NE 72nd Avenue - North of NE 88th Street to NE 110th Street
101	NE 72nd Avenue - NE 219th (SR-502) to NE 259th Street
105	NE 72nd Avenue - NE 133rd Street to NE 179th Street
109	NE 72nd Avenue - NE 179th Street to NE 219th Street
18	NE 72nd Avenue - NE 65th Street to NE 78th Street
38	NE 72nd Avenue - NE 119th Street to NE 133rd Street
75	NE 72nd Avenue at NE 239th Street - Intersection
54	NE 78th Street - Ward Road to NE 162nd Avenue
90	NE 82nd Avenue at NE 259th Street - Intersection
В	NE 88th Street - NE Highway 99 to NE St. Johns Road
С	NE 88th Street - NE St. Johns Road to NE Andresen Road
28	NE 88th Street Overcrossing - NE Hazel Dell Avenue to NE Highway 99
62	NE 88th Street/NE 182nd Avenue - NE Ward Road to NE 83rd Street
27	NE 92nd Avenue - NE 119th Street to NE 159th Street
2	NE 94th Avenue - NE Padden Parkway to NE 119th Street
11	NE 99th Street - NE 72nd Avenue to NE 94th Avenue
14	NE 99th Street - St. Johns Road to NE 72nd Avenue
58	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)
71	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
D	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
E	NE 99th Street at NE 117th Street (SR-503) - Intersection
96	NE 99th Street at NE Hazel Dell Avenue - Intersection
64	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
10	NE Delfel Road - NE 184th Street to NE 199th Street
32	NE Delfel Road - NE 179th Street to NE 184th Street
97	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
17	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
13	NE Highway 99 - NE 107th Street to NE 119th Street
31	NE Highway 99 - NE 63rd Street to NE 99th Street
42	NE Highway 99 - NE 122nd Street to NE 129th Street
5	NE Highway 99 - NE 99th Street to NE 107th Street
65	NE Highway 99 at NE 102nd Street - Intersection
93	NE J.A. Moore Road - NE 290th Street to NE 297th Street

2009 - 2014 Transportation Improvement Program Project Index

(Listed Alphanumeric)

2009 - 2014 RANKING	PROJECT
53	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
94	NE Padden Parkway at SR-503 - Interchange
110	NE Robinson Road at NE 267th Avenue (SR-500) - Intersection
22	NE Salmon Creek Avenue - WSUV Entrance to NE 50th Avenue
48	NE Salmon Creek Avenue/NE 64th Avenue - NE 50th Avenue to NE 159th Street
СО	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
9	NE St. Johns Road - NE 68th Street to NE 50th Avenue
61	NE Ward Road - NE 88th Street to NE 172nd Avenue
66	NE Ward Road - North of NE 172nd Avenue to NE Davis Road
98	NE Ward Road - NE Davis Road to NE 119th Street
I	NE Ward Road / NE 172nd Avenue - Intersection realignment
49	NE Ward Road at NE Davis Road - Intersection
8	NE/NW 179th Street - I-5 to NW 11th Avenue
20	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue
44	NW 119th Street - NW 16th Avenue to NW 36th Avenue
50	NW 119th Street - NW 7th Avenue to NW 16th Avenue
88	NW 119th Street - NW 31st Avenue to NW 36th Avenue
68	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
24	NW 11th Avenue - NW 139th Street to NW 149th Street
34	NW 11th Avenue - NW 149th Street to NW 179th Street
106	NW 179th Street - NW 41st Avenue to Krieger Road
87	NW 179th Street - NW 11th Avenue to NW 41st Avenue
63	NW 209th Street - NW Delfel Road to NW 31st Avenue
78	NW 21st Avenue - NW 99th Street to NW 119th Street
89	NW 21st Avenue at NE Bliss Road - Intersection
37	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
104	NW 36th Avenue at McCann Road - Intersection
76	NW 41st Avenue - NW 169th Street to NW 182nd Street
92	NW 94th Street - NW 21st Avenue to NW 9th Avenue
95	NW Bliss Road at NW 21st Avenue - Intersection
45	NW Bratton Road - Pacific Highway to NW 29th Avenue
91	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
81	NW Krieger Road - NW 179th Street to NW 192nd Street
60	NW Lakeshore Drive - NW 78th Street to McCann Road
39	NW Seward Road - NW Bliss Road to NW 41st Avenue
99	NW Timmen Road/NW 10th Avenue - NW Spencer Road to NW 279th Street
	Salmon Creek Interchange Project - Phase 1
77	SE 15th Street - Camas City Limits to SE 283rd Avenue
108	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
52	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
K	VAST Project: NE 134th Street - Traffic Signal Optimization (various locations)
L	VAST Project: NE Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th

2009 - 2014 Transportation Improvement Program Project Index (Listed by TIP Priority)

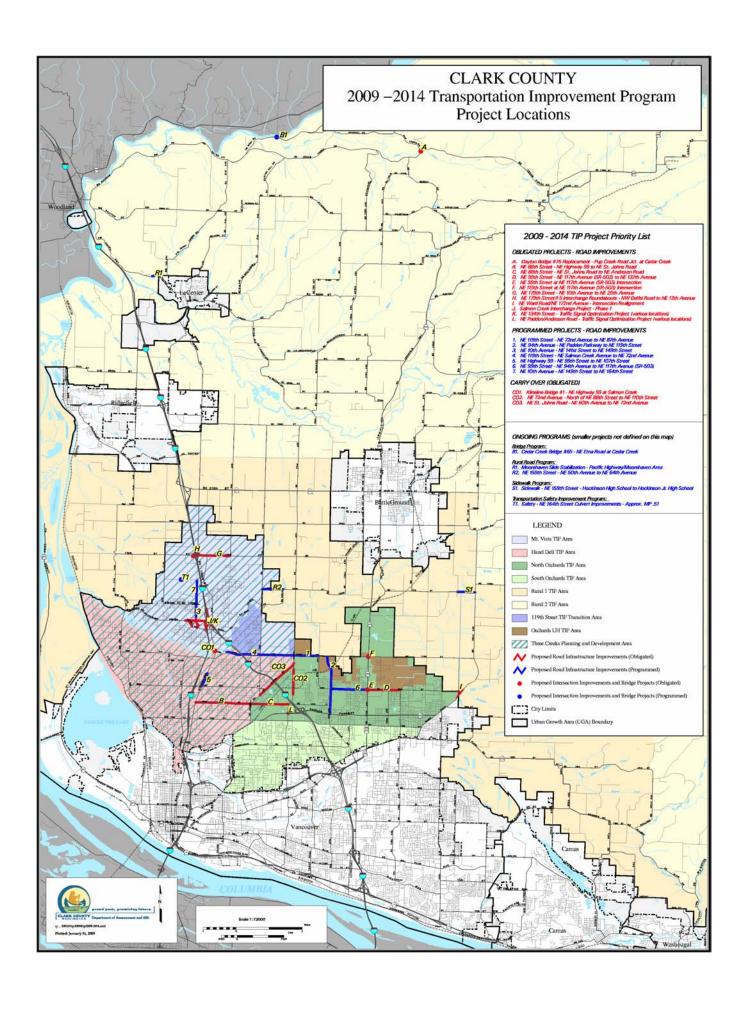
2009 - 2014 RANKING	PROJECT
CO	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
CO	NE 72nd Avenue - North of NE 88th Street to NE 110th Street
CO	Klineline Bridge #1 - NE Highway 99 at Salmon Creek
Α	Dayton Bridge #75 Replacement - Pup Road Jct. at Cedar Creek
В	NE 88th Street - NE Highway 99 to NE St. Johns Road
С	NE 88th Street - NE St. Johns Road to NE Andresen Road
D	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
Е	NE 99th Street at NE 117th Street (SR-503) - Intersection
F	NE 119th Street at NE 117th Avenue (SR-503) - Intersection
G	NE 179th Street - NE 10th Avenue to NE 29th Avenue
Н	I-5/NE 179th Street Interchange Roundabouts -
I	NE Ward Road / NE 172nd Avenue - Intersection realignment
J	Salmon Creek Interchange Project - Phase 1
K	VAST Project: NE 134th Street - Traffic Signal Optimization (various locations)
L	VAST Project: NE Padden/Andresen Road - Traffic Signal Optimization (NE 78th to I-205 / NE 58th to Padden
М	Chelatchie Prairie Rail Trail - Burnt Bridge Creek/I-5 to NE Healy Road
N	Miscellaneous Projects - Various Locations
1	NE 119th Street - NE 72nd Avenue to NE 87th Avenue
2	NE 94th Avenue - NE Padden Parkway to NE 119th Street
3	NE 10th Avenue - NE 141st Street to NE 149th Street
4	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
5	NE Highway 99 - NE 99th Street to NE 107th Street
6	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)
7	NE 10th Avenue - NE 149th Street to NE 164th Street
8	NE/NW 179th Street - I-5 to NW 11th Avenue
9	NE St. Johns Road - NE 68th Street to NE 50th Avenue
10	NE Delfel Road - NE 184th Street to NE 199th Street
11	NE 99th Street - NE 72nd Avenue to NE 94th Avenue
12	NE 47th Avenue - NE 63rd Street to NE 78th Street
13	NE Highway 99 - NE 107th Street to NE 119th Street
14	NE 99th Street - St. Johns Road to NE 72nd Avenue
15	NE 119th Street - NE 87th Avenue to NE 113th Avenue
16	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
17	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
18	NE 72nd Avenue - NE 65th Street to NE 78th Street
19	NE 50th Avenue - NE LaLonde Drive to NE 119th Street
20	NE/NW 199th Street - NW 11th Avenue to NE 10th Avenue
21	NE 20th Avenue - NE 154th Street to NE 15th Avenue
22	NE Salmon Creek Avenue - WSUV Entrance to NE 50th Avenue
23	NE 199th Street - NE 10th Avenue (SR-502) to NE 15th Avenue
24	NW 11th Avenue - NW 139th Street to NW 149th Street
25	NE 29th Avenue - NE 134th Street to NE 179th Street
26	NE 119th Street - NE 117th Avenue to NE 152nd Avenue

2009 - 2014 Transportation Improvement Program Project Index (Listed by TIP Priority)

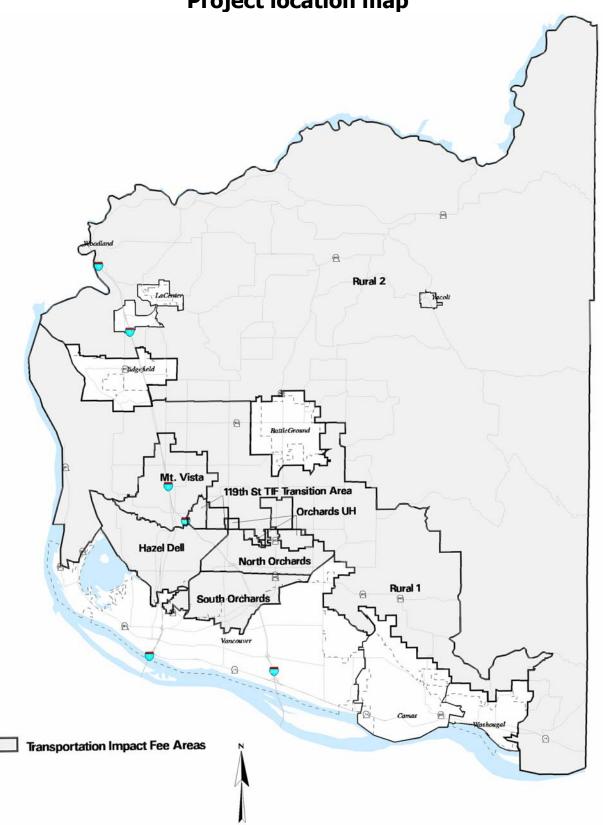
2009 - 2014 RANKING	PROJECT
27	NE 92nd Avenue - NE 119th Street to NE 159th Street
28	NE 88th Street Overcrossing - NE Hazel Dell Avenue to NE Highway 99
29	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance
30	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
31	NE Highway 99 - NE 63rd Street to NE 99th Street
32	NE Delfel Road - NE 179th Street to NE 184th Street
33	NE 50th Avenue - NE 119th Street to NE 139th Street
34	NW 11th Avenue - NW 149th Street to NW 179th Street
35	NE 172nd Avenue - NE 18th Street to NE 39th Street
36	NE 179th Street - NE Cramer Road to NE 112th Avenue
37	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
38	NE 72nd Avenue - NE 119th Street to NE 133rd Street
39	NW Seward Road - NW Bliss Road to NW 41st Avenue
40	NE 179th Street - NE 29th Avenue to NE 50th Avenue
41	NE 50th Avenue - NE 139th Street to NE 159th Street
42	NE Highway 99 - NE 122nd Street to NE 129th Street
43	NE 25th Avenue - Minnehaha Street to NE 78th Street
44	NW 119th Street - NW 16th Avenue to NW 36th Avenue
45	NW Bratton Road - Pacific Highway to NW 29th Avenue
46	NE 179th Street - NE 50th Avenue to Cramer Road
47	NE 58th Street - NE Andresen Road to NE 81st Avenue
48	NE Salmon Creek Avenue/NE 64th Avenue - NE 50th Avenue to NE 159th Street
49	NE Ward Road at NE Davis Road - Intersection
50	NW 119th Street - NW 7th Avenue to NW 16th Avenue
51	NE 107th Avenue - NE Covington Road to NE 99th Street
52	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
53	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
54	NE 78th Street - Ward Road to NE 162nd Avenue
55	NE 130th Avenue - NE Padden Parkway to NE 99th Street
56	NE 68th Street - Highway 99 to NE 28th Avenue
57	NE 137th Avenue at NE 76th Street - Intersection
58	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
59	NE 182nd Avenue at NE 159th Street - Intersection
60	NW Lakeshore Drive - NW 78th Street to McCann Road
61	NE Ward Road - NE 88th Street to NE 172nd Avenue
62	NE 88th Street/NE 182nd Avenue - NE Ward Road to NE 83rd Street
63	NW 209th Street - NW Delfel Road to NW 31st Avenue
64	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
65	NE Highway 99 at NE 102nd Street - Intersection
66	NE Ward Road - North of NE 172nd Avenue to NE Davis Road
67	NE 63rd Street - Interstate 205 to NE Covington Road
68	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
69	NE 152nd Avenue - NE Ward Road to NE 99th Street

2009 - 2014 Transportation Improvement Program Project Index (Listed by TIP Priority)

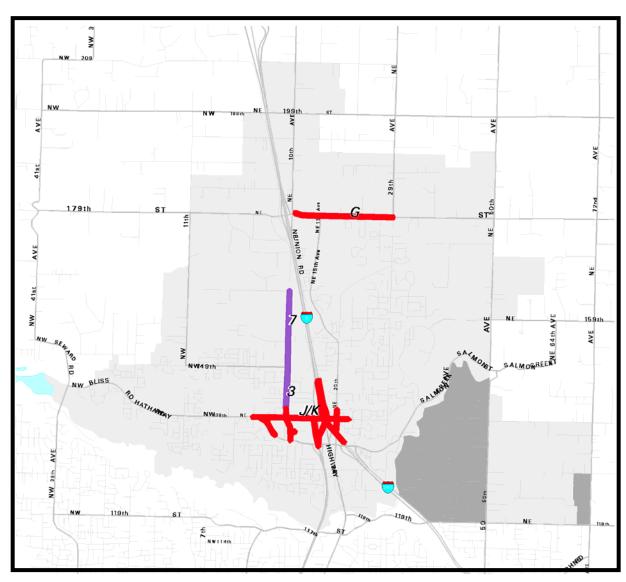
2009 - 2014 RANKING	PROJECT
70	NE 63rd Street at NE 58th Avenue - Intersection
71	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
72	NE 50th Avenue - NE 179th Street to NE 199th Street
73	NE 199th Street at NE 72nd Avenue - Intersection
74	NE 44th Street - NE St. Johns Road to NE 54th Avenue
75	NE 72nd Avenue at NE 239th Street - Intersection
76	NW 41st Avenue - NW 169th Street to NW 182nd Street
77	SE 15th Street - Camas City Limits to SE 283rd Avenue
78	NW 21st Avenue - NW 99th Street to NW 119th Street
79	NE 50th Avenue - NE 159th Street to NE 179th Street
80	NE 182nd Avenue - SR-500 to NE 83rd Street
81	NW Krieger Road - NW 179th Street to NW 192nd Street
82	NE 71st Street - SR-503 to NE 124th Avenue
83	NE 132nd/137th/142 Avenue - NE 119th Street to NE 173rd Circle
84	NE 182nd Avenue - NE 159th Street to Risto Road
85	NE 259th Street - NE 10th Avenue to NE 45th Avenue
86	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
87	NW 179th Street - NW 11th Avenue to NW 41st Avenue
88	NW 119th Street - NW 31st Avenue to NW 36th Avenue
89	NW 21st Avenue at NE Bliss Road - Intersection
90	NE 82nd Avenue at NE 259th Street - Intersection
91	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
92	NW 94th Street - NW 21st Avenue to NW 9th Avenue
93	NE J.A. Moore Road - NE 290th Street to NE 297th Street
94	NE Padden Parkway at SR-503 - Interchange
95	NW Bliss Road at NW 21st Avenue - Intersection
96	NE 99th Street at NE Hazel Dell Avenue - Intersection
97	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
98	NE Ward Road - NE Davis Road to NE 119th Street
99	NW Timmen Road/NW 10th Avenue - NW Spencer Road to NW 279th Street
100	NE 159th Street - NE Parkinen Road to NE 182nd Avenue
101	NE 72nd Avenue - NE 219th (SR-502) to NE 259th Street
102	NE 40th Street - NE 54th Avenue to NE 66th Avenue
103	NE 182nd Avenue - NE 119th Street to NE 159th Street
104	NW 36th Avenue at McCann Road - Intersection
105	NE 72nd Avenue - NE 133rd Street to NE 179th Street
106	NW 179th Street - NW 41st Avenue to Krieger Road
107	NE 54th Ave/NE 47th St/NE 56th Ave - COV limits to NE 58th Street
108	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
109	NE 72nd Avenue - NE 179th Street to NE 219th Street
110	NE Robinson Road at NE 267th Avenue (SR-500) - Intersection
111	NE 379th Street at NE 94th Avenue - Intersection



2009 – 2014 Transportation Improvement Program
Traffic Impact Fee (TIF) Areas
Project location map



2009 - 2014 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Mt. Vista and 119th St. Transition Areas



NOTE: Includes Regional TIF Projects

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

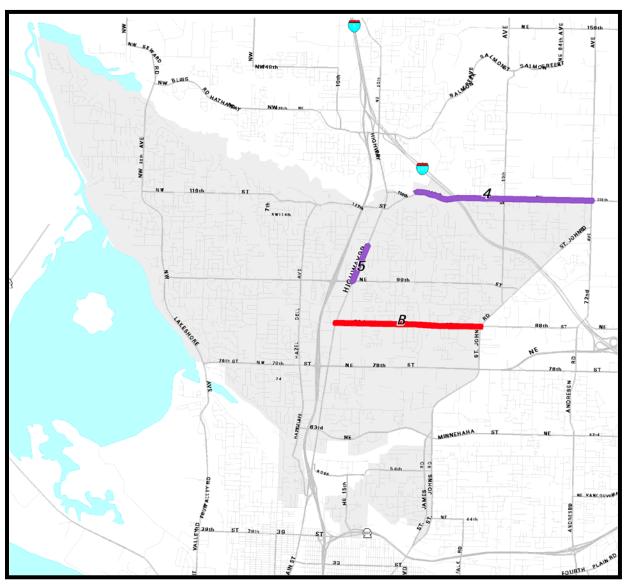
ROAD PROJECTS

- OBLIGATED
- **PROGRAMMED**
- 119TH ST TRANSITION AREA
- MT. VISTA TIF AREA

Capital Projects:

- G. NE 179th St. NE 10th Ave. to NE 29th Ave.
 J. Salmon Creek Interchange Phase 1
 K. NE 134th St. Traffic Signal Optimization (various locations)
 3. NE 10th Ave. NE 141st St. to NE 149th St.
 7. NE 10th Ave. NE 149th St. to NE 164th St.

2009 - 2014 Transportation Improvement Program **Traffic Impact Fee (TIF) Areas Projects within the Hazel Dell Area**



NOTE: Includes Regional TIF Projects

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

ROAD PROJECTS





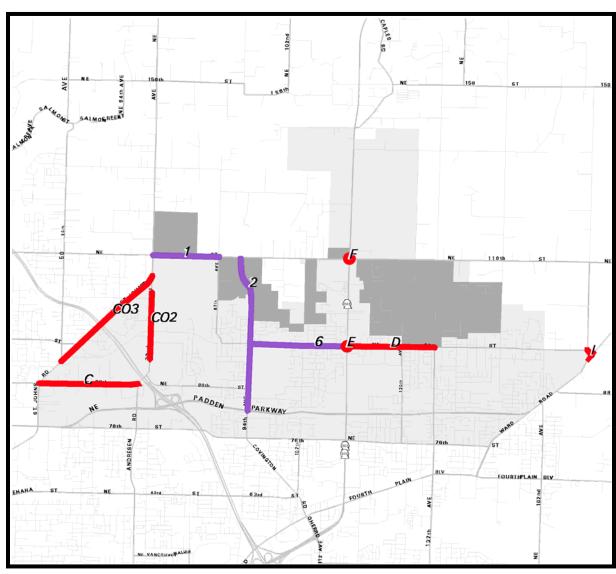
TIF AREA



Capital Projects:

- B. NE 88th St. NE Highway 99 to NE St. Johns Rd. 4. NE 119th St. Salmon Creek Ave. to NE 72nd Ave. 5. NE Highway 99 NE 99th St. to NE 107th St.

2009 – 2014 Transportation Improvement Program **Traffic Impact Fee (TIF) Areas Projects within the North Orchards and Orchards UH Areas**



NOTE: Includes Regional TIF Projects

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

ROAD PROJECTS







ORCHARDS UH TIF AREA



Capital Projects:

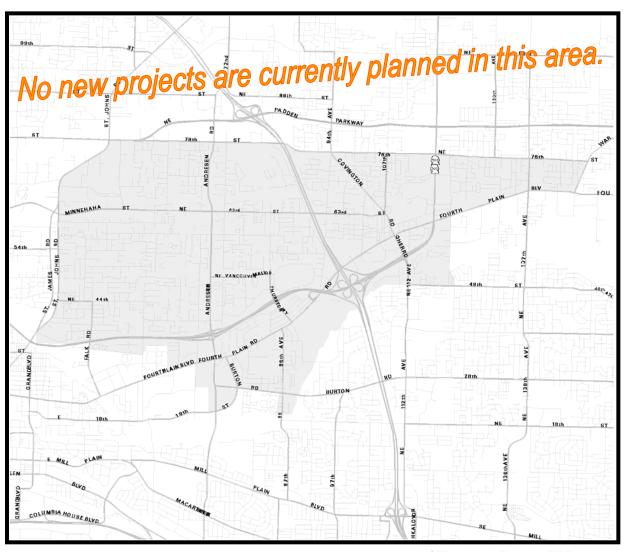
- C. NE 88th St. NE St. Johns Rd. to NE Andresen Rd.
 D. NE 99th St. NE 117th Ave. (SR-503) to NE 137th Ave.
 E. NE 99th St. at NE 117th St. (SR-503) Intersection
 F. NE 119th St. at NE 117th Ave. (SR-503) Intersection

- I. NE Ward Rd. / NE 172nd Ave. Intersection Realignment
 1. NE 119th St. NE 72nd Ave. to NE 87th Ave.
 2. NE 94th Ave. NE Padden Parkway to NE 119th St.
- 6. NE 99th St. NE 94th Ave. to NE 117th Ave. (SR-503)

Carry Over Projects:

CO2. 72nd Ave. – North of NE 88th St. to NE 110th St.
CO3. NE St. Johns Rd. – NE 50th Ave. to NE 72nd Ave

2009 – 2014 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the South Orchards Area



NOTE: Includes Regional TIF Projects

INTERSECTION PROJECTS

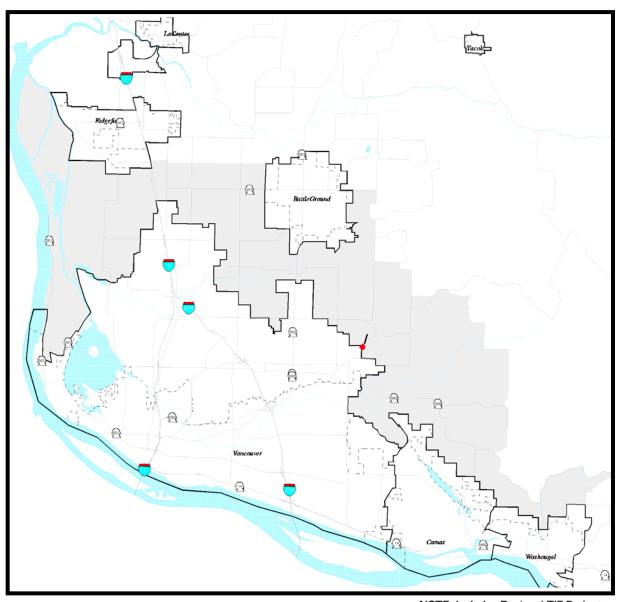
- OBLIGATED
- PROGRAMMED

ROAD PROJECTS

- ◆ OBLIGATED
- PROGRAMMED
- TIF AREA



2009 – 2014 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Rural 1 Area



NOTE: Includes Regional TIF Projects

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

ROAD PROJECTS

~ o

OBLIGATED



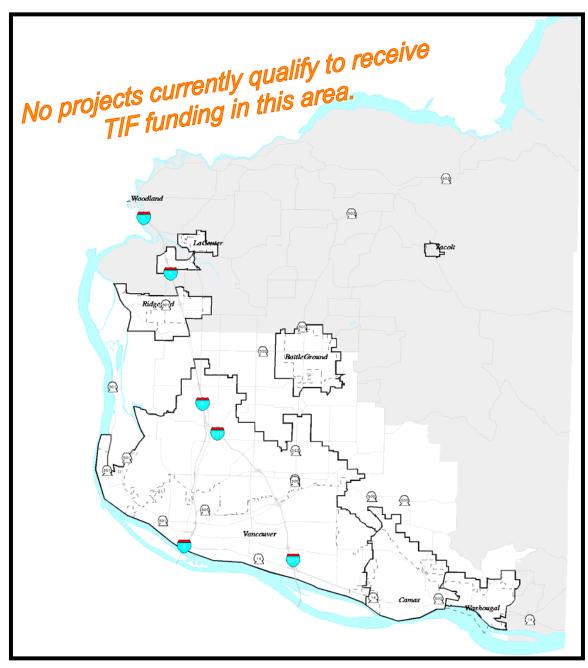
PROGRAMMED



Capital Project:

I. NE Ward Rd. / NE 172nd Ave. Intersection

2009 – 2014 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Rural 2 Area



INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

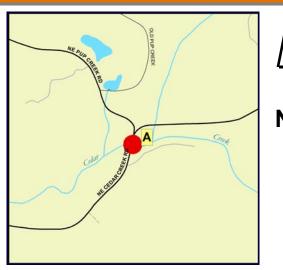
ROAD PROJECTS

- OBLIGATED
- PROGRAMMED
- TIF AREA



Project: A. Dayton Bridge #75 Replacement - Pup Creek Road Jct. at Cedar Creek

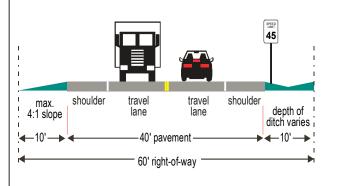
Vicinity Map



	Project Summa	ary				
Work Order Number:	TBD					
Project Manager:	Jean Singer	Client: Susan Wilson				
Project Description:	Bridge replacement due to scour and other structural concerns.					
Project Length (mi.):	0.02					
Basis for Project:	Safety					
Timeline:	PE Pre 2010 - 2011; ROW 2010; CN 2	2011				
Notes:						
Status:	Preliminary design in progress. BRAC for	unds pending design and construction.				
=						

Cross-Section Detail

2-lane Rural Major Collector



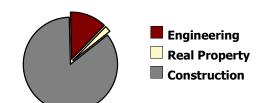
Project Cost Summary

Engineering \$300,000

Real Property \$50,000

Construction \$2,000,000

**Total: \$2,350,000



Funding Summary

County Road Fund: \$80,000 TIF: \$0 Federal Grant: \$0 State Grant: \$0 \$0 Loan: Other: \$0 Projected Grants/Other: \$2,270,000 Beyond Six-Year: \$2,350,000 Total:

CRF
TIF
All Other



Project: B. NE 88th Street - NE Highway 99 to NE St. Johns Road

Vicinity Map

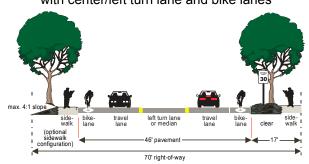


Project Summary		
Work Order Number:	330222	
Project Manager:	Don Andrews	Client: Paul Williams
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.	
Project Length (mi.):	1.71	
Basis for Project:	Congestion relief. Major east/west corridor.	
Timeline:	PE Pre 2009 - 2011; ROW Pre 2009 - 2012; CN Post 2013	
Notes:		
Status:	Design and right-of-way acquisition in progress.	
≣		

Cross-Section Detail

2-lane Collector

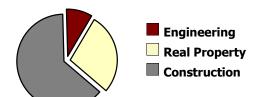
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,350,000 **Real Property** \$4,000,000 \$9,499,000 Construction

> \$14,849,000 Total:



Funding Summary

County Road Fund: \$2,398,000 TIF: \$1,441,000 \$2,000,000 Federal Grant: \$1,312,000 State Grant: Loan: \$0 Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year: \$7,698,000

\$14,849,000 Total:





Project: C. NE 88th Street - NE St. Johns Road to NE Andresen Road

Vicinity Map

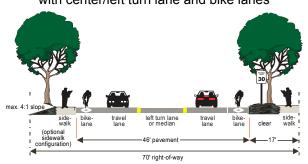


Project Summary Work Order Number: 321022 Matt Hall Project Manager: Client: Paul Williams Project Description: Improve to 2-lane collector with center turn lane, bike lanes and sidewalks. Project Length (mi.): 1.17 Basis for Project: Congestion relief. Major east/west corridor. PE Pre 2009; ROW Pre 2009; CN Pre 2009 - 2010 Timeline: Notes: Status: Construction in progress.

Cross-Section Detail

2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$998,000 **Real Property** \$1,930,000 \$6,760,000 Construction

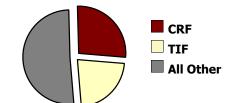
> Total: \$9,688,000

Engineering Real Property Construction

Funding Summary

County Road Fund: \$2,581,679 TIF: \$2,106,321 \$2,000,000 Federal Grant: State Grant: \$3,000,000 Loan: \$0 Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year: \$0

\$9,688,000 Total:





Project: D. NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue

Vicinity Map

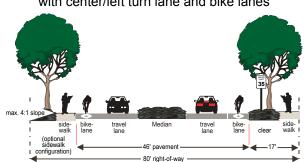


Project Summary Work Order Number: 330522 Project Manager: Matt Griswold Client: Paul Williams Project Description: Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks. Project Length (mi.): 1.05 Basis for Project: Economic Development and Mobility. Timeline: PE Pre 2009 - Post 2013; ROW Pre 2009; CN Post 2013 Notes: Design 90% complete and right-of-way acquisition in progress. Project pending Status: federal stimulis funds.

Cross-Section Detail

2-lane Minor Arterial

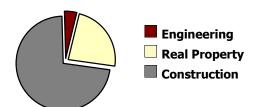
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$300,000 **Real Property** \$1,502,000 \$4,751,000 Construction

> Total: \$6,553,000



Funding Summary

County Road Fund: \$1,291,000 TIF: \$3,511,000 Federal Grant: State Grant: \$0 \$0 Loan: Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year: \$1,751,000 \$6,553,000 Total:

> CRF TIF All Other



Project: E. NE 99th Street at NE 117th Street (SR-503) - Intersection

Vicinity Map

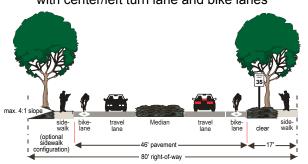


Project Summary		
Work Order Number:	TBD	
Project Manager:	Matt Griswold	Client: Paul Williams
Project Description:	Improve failing intersection.	
Project Length (mi.):	0.01	
Basis for Project:	Mobility and Economic Development.	
Timeline:	PE Pre 2010 - 2011; ROW Pre 2010 - 2010; CN 2011	
Notes:	Urban holding intersection.	
Status:	Design and right-of-way acquisition so	heduled in 2009.
_ =		

Cross-Section Detail

2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$280,000 **Real Property** \$600,000 \$2,370,000 Construction

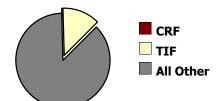
> \$3,250,000 Total:

Engineering **Real Property** Construction

Funding Summary

County Road Fund: TIF: \$430,000 Federal Grant: State Grant: \$0 Loan: \$0 Other: \$2,820,000 Projected Grants/Other: \$0 Beyond Six-Year:

\$3,250,000 Total:





Project: F. NE 119th Street at NE 117th Avenue (SR-503) - Intersection

Vicinity Map

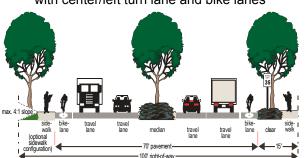


Project Summary		
Work Order Number:	340722	
Project Manager:	Linda Small	Client: Paul Williams
Project Description:	Improve failing intersection.	
Project Length (mi.):	0.50	
Basis for Project:	Congestion relief.	
Timeline:	PE Pre 2009 - 2010; ROW Pre 2009 - 2010; CN 2011	
Notes:	Urban holding intersection.	
Status:	Design and right-of-way land acquisition in progress. Construction scheduled for 2011 or sooner pending funding.	

Cross-Section Detail

4-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$700,000

Real Property \$4,000,000

Construction \$2,300,000

Total: \$7,000,000

Engineering Real Property Construction

Funding Summary

County Road Fund: \$1,423,000
TIF: \$405,000
Federal Grant: \$200,000
State Grant: \$0
Loan: \$0
Other: \$2,672,000
Projected Grants/Other: \$2,300,000
Beyond Six-Year: \$0

Total: \$7,000,000

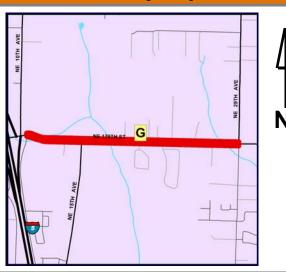




Project: G. NE 179th Street - NE 10th Avenue to NE 29th Avenue

Notes: Status:

Vicinity Map



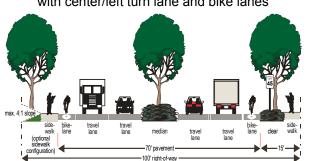
Project Summary Work Order Number: 381122 Linda Small Project Manager: Client: Paul Williams Project Description: Improve to 4-lane principal arterial with a center turn lane/ median, bike lanes, sidewalks, and drainage improvements. Project Length (mi.): 0.97 Basis for Project: Traffic safety concerns at vertical curve areas, long-term concurrency issues, congestion. PE Pre 2009 - Post 2014; ROW Pre 2009 - 2010; CN Pre 2009 - Post 2014 Timeline:

Design and right-of-way acquisition in progress.

Cross-Section Detail

4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

\$2,481,000 Engineering **Real Property** \$5,628,000 \$15,757,000 Construction

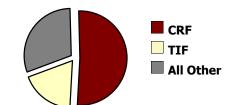
> \$23,866,000 Total:

Engineering Real Property Construction

Funding Summary

County Road Fund: \$3,969,177 TIF: \$1,421,823 Federal Grant: \$0 State Grant: \$0 \$0 Loan: Other: \$2,478,000 Projected Grants/Other: Bevond Six-Year: \$15,997,000

\$23,866,000 Total:





Project: H. I-5/NE 179th Street Interchange Roundabouts - NW Delfel Road to NE 13th Aven

Vicinity Map

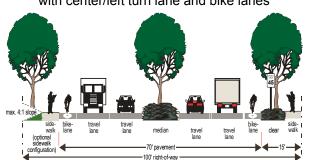


Project Summary		
Work Order Number:	390222	
Project Manager:	Linda Small	Client: Paul Williams
Project Description:	Construct new multi-lane roundabouts to the west and east of the I-5 Interchange, reconfigure the on- and off-ramps, and improve/taper into the NE 179th Street to a 4-lane road.	
Project Length (mi.):	0.40	
Basis for Project:	Congestion at the NE 179th Street and I-5 interchange ramps.	
Timeline:	PE Pre 2010 - 2012; ROW 2011 - Post 2014	
Notes:		
Status:	Design scheduled in 2009.	

Cross-Section Detail

4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,776,000 **Real Property** \$3,303,000 \$8,158,000 Construction

> \$13,237,000 Total:

Engineering Real Property Construction

Funding Summary

County Road Fund: \$500,000 TIF: \$0 Federal Grant: \$0 State Grant: \$0 Loan: Other: \$2,500,000 Projected Grants/Other: Bevond Six-Year: \$10,237,000

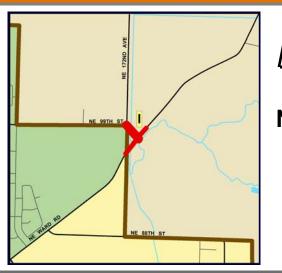
\$13,237,000 Total:





Project: I. NE Ward Road / NE 172nd Avenue - Intersection realignment

Vicinity Map

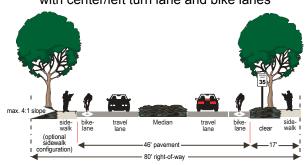


Project Summary Work Order Number: 350422 Scott Fakler Project Manager: Client: Paul Williams Project Description: Realign NE 172nd Avenue at NE Ward Road intersection to improve safety of the corridor. Project Length (mi.): 0.70 Basis for Project: Safety concerns with curves; traffic volumes and traffic operations. Timeline: PE Pre 2009 - 2009; ROW Pre 2009 - 2009; CN Pre 2009 - 2010 Notes: Design 80% completed. Right-of-way acquisition completed. Construction Status: scheduled mid 2009.

Cross-Section Detail

2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,863,000 Real Property \$1,232,000 Construction \$8,000,000

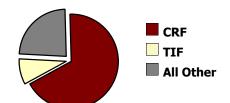
Total: \$11,095,000

Engineering Real Property Construction

Funding Summary

County Road Fund: \$7,410,138
TIF: \$946,000
Federal Grant: \$88,862
State Grant: \$950,000
Loan: \$1,200,000
Other: \$0
Projected Grants/Other: \$500,000
Beyond Six-Year: \$0

Total: \$11,095,000





Project: J. Salmon Creek Interchange Project - Phase 1

Status:

Vicinity Map



Project Summary Work Order Number: 330322 Project Manager: Jean Singer/Matt Griswold Client: Susan Wilson Project Description: Construct new overpass between NE 20th Avenue and NE 139th Street/Tenny Road to alleviate congestion on NE 134th Street. Also, there will be various road improvements in the surrounding areas. Project Length (mi.): 4.90 Basis for Project: Congestion throughout the NE 134th Street corridor. Timeline: PE Pre 2009 - 2009; ROW Pre 2009 - 2009; CN 2010 - 2013 Partnership project with the WSDOT. Estimated cost \$140 million. WSDOT Notes:

Design, environmental permitting, and right-of-way acquisition in progress.

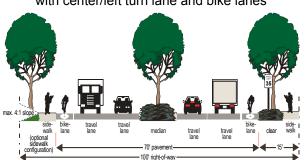
funding not included in summary.

\$50,812,000

Cross-Section Detail

4-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,803,000 Real Property \$4,700,000 Construction \$44,309,000

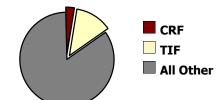
Total:

Engineering
Real Property
Construction

Funding Summary

County Road Fund: \$1,483,000
TIF: \$6,519,000
Federal Grant: \$5,445,000
State Grant: \$7,990,000
Loan: \$11,000,000
Other: \$375,000
Projected Grants/Other: \$18,000,000
Beyond Six-Year: \$0

Total: \$50,812,000





Project: K. VAST Project: NE 134th Street - Traffic Signal Optimization (various locations)

Vicinity Map



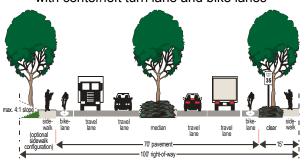
N

Project Summary Work Order Number: 370722 Project Manager: **Robin Washington** Client: Susan Wilson Project Description: Improve 17 traffic signal systems. Improvements include new traffic signal controller equipment, permanent count stations, battery backup power for emergency operation, and pan-tilt-zoom camera installations along NE 134th Street. Project Length (mi.): 3.40 Basis for Project: Mobility and congestion relief. PE Pre 2009 - 2009; CN Pre 2009 - 2009 Timeline: Notes: Partnership project with the WSDOT. Status: Design completed. Construction to begin early 2009.

Cross-Section Detail

4-lane Minor Arterial

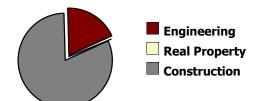
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$302,000 Construction \$1,329,000

> Total: \$1,631,000



Funding Summary

County Road Fund: \$448,000 TIF: \$240,000 Federal Grant: \$898,000 State Grant: \$45,000 Loan: Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year:

\$1,631,000 Total:





Project: L. VAST Project: NE Padden/ Andresen Road - Traffic Signal Optimization (NE 78th

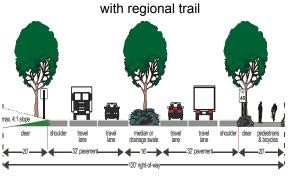
Vicinity Map



Project Summary Work Order Number: 390312 Project Manager: Scott Fakler Client: Paul Williams Project Description: Improve 9 traffic signals, Additional improvement will include modifying/replacing controller equipment, data stations, cameras, and signal interconnection. Project Length (mi.): 3.00 Basis for Project: Mobility and congestion relief. Timeline: PE Pre 2010; CN 2010 - Post 2014 Partnership project with the WSDOT. Notes: Status: Design scheduled in 2009.

Cross-Section Detail

4-lane Principal Arterial Parkway



Project Cost Summary

\$567,000

Engineering \$95,000 Construction \$472,000

Total:

Engineering
Real Property
Construction

Funding Summary

County Road Fund: \$102,000 TIF: \$0 Federal Grant: \$225,000 State Grant: \$40,000 Loan: \$0 Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year: \$200,000 \$567,000 Total:





Project: 1. NE 119th Street - NE 72nd Avenue to NE 87th Avenue

Vicinity Map

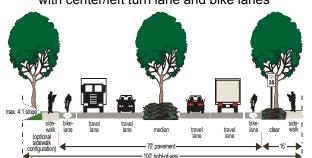


Project Summary Work Order Number: **TBD** Project Manager: Linda Small Client: Paul Williams Project Description: Improve to 4-lane minor arterial with center turn lane/median, bike lanes, and sidewalks. Project Length (mi.): 1.23 Basis for Project: Mobility issues and economic development. Timeline: PE Pre 2010 - 2011; ROW Pre 2010 - 2011; CN 2012 - Post 2014 Urban holding Project. Notes: Status: Design and right-of-way land acquisition in progress.

Cross-Section Detail

4-lane Minor Arterial

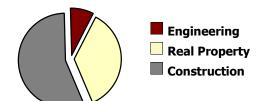
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,400,000
Real Property \$6,200,000
Construction \$9,900,000

Total: \$17,500,000



Funding Summary

County Road Fund: \$0
TIF: \$4,880,000
Federal Grant: \$550,000
State Grant: \$0
Loan: \$0
Other: \$1,500,000
Projected Grants/Other: \$7,330,000
Beyond Six-Year: \$3,240,000

Total: \$17,500,000

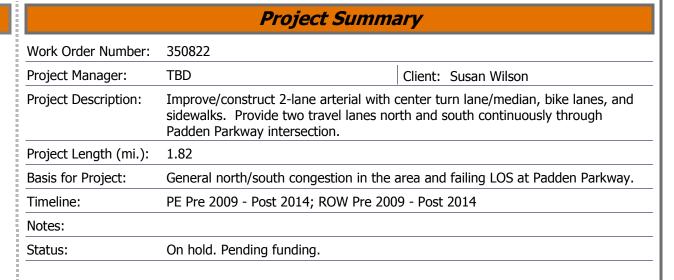




Project: 2. NE 94th Avenue - NE Padden Parkway to NE 119th Street

Vicinity Map

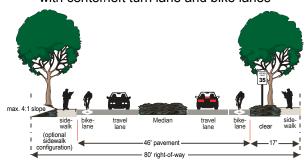




Cross-Section Detail

2-lane Minor Arterial

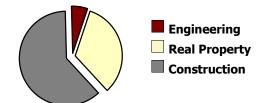
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,149,000 **Real Property** \$6,251,000 Construction \$12,100,000

> \$19,500,000 Total:



Funding Summary

County Road Fund: \$368,000 TIF: \$150,000 Federal Grant: State Grant: \$0 \$0 Loan: Other: \$0 Projected Grants/Other: \$1,100,000 Bevond Six-Year: \$17,882,000 \$19,500,000 Total:





Project: 3. NE 10th Avenue - NE 141st Street to NE 149th Street

Vicinity Map

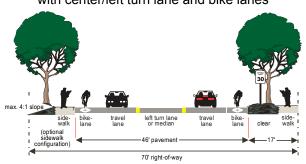


Project Summary		
Work Order Number:	TBD	
Project Manager:	TBD	Client: Susan Wilson
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes, and sidewalks.	
Project Length (mi.):	0.73	
Basis for Project:	Provides additional north-south circulation alternatives	
Timeline:	PE 2013 - Post 2013; ROW Post 2013	
Notes:	50% design is included in the Salmon Creek Interchange Project.	
Status:	On hold. Pending funding.	

Cross-Section Detail

2-lane Collector

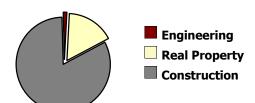
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$40,000 **Real Property** \$651,000 \$3,200,000 Construction

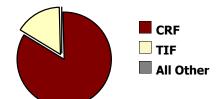
> \$3,891,000 Total:



Funding Summary

County Road Fund: \$200,000 TIF: \$40,000 Federal Grant: \$0 State Grant: \$0 Loan: \$0 Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year: \$3,651,000

\$3,891,000 Total:





Project: 4. NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue

Vicinity Map

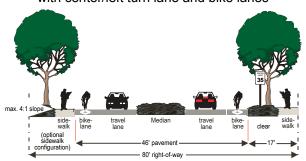


Project Summary		
Work Order Number:	340622	
Project Manager:	Matt Hall	Client: Paul Williams
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.	
Project Length (mi.):	1.74	
Basis for Project:	Safety project. East/west circulation.	
Timeline:	PE Pre 2009 - Post 2014; ROW 2012 - Post 2014	
Notes:		
Status:	On hold. Design and right-of-way acqu	isition scheduled for 2012 pending funding.

Cross-Section Detail

2-lane Minor Arterial

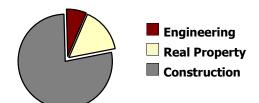
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$953,000
Real Property \$2,100,000
Construction \$10,585,000

Total: \$13,638,000



Funding Summary

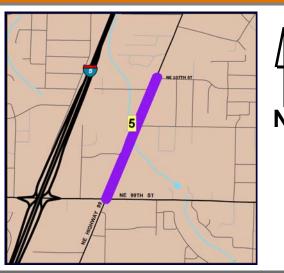
County Road Fund: \$822,609 TIF: \$69,391 Federal Grant: \$0 State Grant: \$0 Loan: \$0 Other: \$0 Projected Grants/Other: \$2,000,000 Bevond Six-Year: \$10,746,000 \$13,638,000 Total:





Project: 5. NE Highway 99 - NE 99th Street to NE 107th Street

Vicinity Map

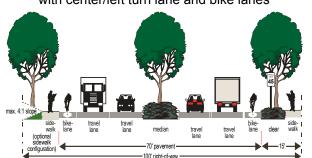


Project Summary		
Work Order Number:	351022	
Project Manager:	Robin Washington	Client: Susan Wilson
Project Description:	Improve to 4-lane principal arterial standard with center turn lane/median, bike lanes, and sidewalk. Intersection improvements will be completed at NE 99th Street and NE Highway 99.	
Project Length (mi.):	0.44	
Basis for Project:	Congestion at NE 99th Street and Highway 99.	
Timeline:	PE Pre 2009 - Post 2014; ROW Pre 2009 - Post 2014	
Notes:		
Status:	On hold pending funding.	

Cross-Section Detail

4-lane Principal Arterial

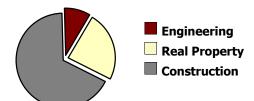
with center/left turn lane and bike lanes



Project Cost Summary

Engineering \$1,894,000
Real Property \$4,900,000
Construction \$13,936,000

Total: \$20,730,000



Funding Summary

County Road Fund: \$613,000 TIF: \$410,000 Federal Grant: \$0 State Grant: \$0 Loan: \$0 Other: \$0 Projected Grants/Other: \$2,000,000 Beyond Six-Year: \$17,707,000 \$20,730,000 Total:





Project: 6. NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)

Vicinity Map

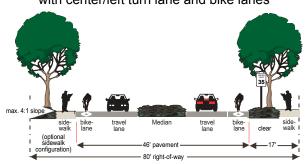


	Project Summa	ary
Work Order Number:	350722	
Project Manager:	TBD	Client: TBD
Project Description:	Construct/improve to 2-lane minor artellanes and sidewalks.	erial with a center turn lane/median, bike
Project Length (mi.):	1.10	
Basis for Project:	Congestion on NE 119th Street and Page	dden Parkway.
Timeline:	PE Pre 2009 - Post 2014; ROW Post 20	013
Notes:	Intersection NE 94th and 99th will be a	addressed
Status:	On hold until 2014 pending funding.	
≣		

Cross-Section Detail

2-lane Minor Arterial

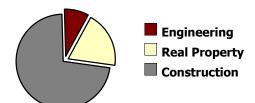
with center/left turn lane and bike lanes



Project Cost Summary

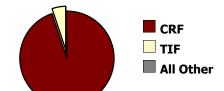
Engineering \$800,000
Real Property \$1,838,000
Construction \$7,000,000

Total: \$9,638,000



Funding Summary

County Road Fund: \$784,000 TIF: \$40,000 Federal Grant: \$0 State Grant: \$0 Loan: \$0 Other: \$0 Projected Grants/Other: \$0 Bevond Six-Year: \$8,814,000 \$9,638,000 Total:





Project: 7. NE 10th Avenue - NE 149th Street to NE 164th Street

Vicinity Map

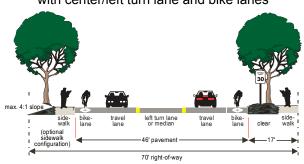


	Project Summa	ary
Work Order Number:	370922	
Project Manager:	Troy Pierce	Client: Michael Derleth
Project Description:	Construct 2-lane collector with center t	urn lane, bike lanes, and sidewalks.
Project Length (mi.):	0.80	
Basis for Project:	North/south capacity.	
Timeline:	PE Pre 2009 - Post 2014; ROW Pre 201	0 - Post 2014
Notes:		
Status:	Design in progress. Right-of-way land a	acquisition scheduled in 2009.

Cross-Section Detail

2-lane Collector

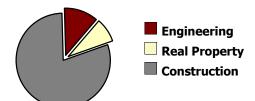
with center/left turn lane and bike lanes



Project Cost Summary

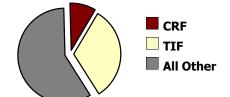
Engineering \$3,524,000 Real Property \$2,450,000 Construction \$23,398,000

Total: \$29,372,000



Funding Summary

County Road Fund: \$386,000 \$1,400,000 TIF: Federal Grant: State Grant: \$0 Loan: \$0 Other: \$2,000,000 Projected Grants/Other: \$600,000 Beyond Six-Year: \$24,986,000 \$29,372,000 Total:



Ongoing Program Projects Funding Analysis

					2009			2010			2011			2012			2013			2014				
R			Spent																					
n	Project	Phase	to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total	
k.										ADVA	NCED RI	GHT-OF-V	WAY PRO	JECTS										
Н	AL INITE OWN D. I	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Advanced Right-of-Way Purchases Program - Various Locations	ROW	0	300,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WO Number: TBD	TOTAL	0		300,000			200,000			200,000			200,000			200,000			200,000		0	0	
									BR	IDGE REF	PAIR/RE	HAB IMPR	OVEMEN	T PROJEC	CTS									
NΑ	Bridge - Bridges Repair, Rehab -	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Various Locations	ROW	0	0 250,000	0	0	0 250,000	0	0	0 250,000	0	0	0 250,000	0	0	250,000	0	0	0 250,000	0	0	0	0	
	WO Number: TBD	TOTAL	0	230,000	250,000		230,000	250,000	Ů	230,000	250,000		230,000	250,000	ŭ	250,000	250,000		250,000	250,000		0	0	
П	Bridge- Cedar Creek #65 Bridge	PE	100,000	50,000	0	0	0	0	190,000	0	0	10,000	0	0	0	0	0	0	0	0	0	0	350,000	
NA	Replacement - NE Etna Road at	ROW	0	0	0	0	0	0	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000	
	Cedar Creek WO Number: 380622	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	2,000,000	
Ш	WO Nulliber: 380022	TOTAL	100,000		50,000			230,000			10,000			0			0			0		2,000,000	2,390,000	
												IPACT MI	IIGATION											
NA	Environmental - Impact Mitigation (On-going) - Various Locations	PE ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	(On-going) - various Locations	CN	0	100,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	0	0	
	WO Number: 302012	TOTAL	0		100,000			150,000			150,000	l.		150,000			150,000		-	150,000		0	0	
	Environmental - Wetland Banking	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Program - Various Locations	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WO Number: 332112	CN	0	150,000	150.000	0	150,000	150,000	0	150,000	150,000	0	200,000	200,000	0	200,000	200,000	0	200,000	200,000	0	0	0	
=		PE	0	50,000	150,000	0	0	0	0	0	150,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	50,000	
NA	Environmental - Lower River Road Flood Control -	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220,000	220,000	
	WO Number: TBD	TOTAL	0		50,000			0			0			0			0			0		220,000	270,000	
									NEI	GHBORH	OOD TRA	AFFIC MA	NAGEMEN	IT PROJE	CTS									
NΔ	Neighborhood Traffic Management	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
147	Program - Various Locations	ROW	0	50,000	0	0	0 50,000	0	0	0 50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	0	
	WO Number: 380721	TOTAL	0	50,000	50,000	U	50,000	50,000	0	50,000	50,000	U	50,000	50,000	0	50,000	50,000	U	50,000	50,000	U	0	0	
	Note by the second of the second	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Neighborhood - VAST: East Fourth Plain Corridor (COV Lead) - I-205	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	to NE 162nd Avenue WO Number: TBD	CN	0	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ш	WO Number. 100	TOTAL	0		35,000			0			0	TTO1: 5:	15055	0			0			0		0	0	
				,							KESERVA	TION PRO	JECTS PI											
NA	Preservation - Gravel Road	PE ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Conversions - Various Locations	CN	0	0	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	
	WO Number: 370111	TOTAL	0	-	0			100,000		,	100,000		,	100,000			100,000			100,000		0	0	
	Preservation - County Wide	PE	0	0	0	0	0	0	0	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Overlays (Hot Mix) - Various Locations	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WO Number: 380322	CN	0	0	0	0	2,625,000	0	1,300,000	3,225,000	0 3,875,000	650,000	3,225,000	0 3,875,000	650,000	3,225,000	0 3,875,000	650,000	3,225,000	0 3,875,000	650,000	0	0	
Ш		IUTAL	0		0			3,925,000		DUDG		MPROVEN	ENT DDG				3,8/5,000			3,875,000		0	0	
		Dr.	0	30,000	C	200.000	0 1	C					IEN I PRO				^					65.000	205.000	
NA	Rural - NE 159th Street - NE 50th Avenue to NE 64th Avenue	PE ROW	0	30,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65,000 540,000	295,000 540,000	
	Avenue to NE 0401 Avenue	CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,100,000	2,100,000	
	WO Number: TBD	TOTAL	0	·	230,000			0			0			0			0			0		2,705,000	2,935,000	
ш		IUTAL	U		230,000			U			U			U			0			0		2,705,000	2,935,000	

Ongoing Program Projects Funding Analysis

					2009			2010			2011			2012			2013			2014				
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants	Cost to Complete	Project Total																
NA	Rural - Landslide Monitoring -	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
INA	Various Locations	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WO Number: 381012	CN	0	15,000	0	0	15,000	0	0	15,000	0	0	15,000	0	0	15,000	0	0	15,000	0	0	0	0	
Ш	Wo Number: 301012	TOTAL	0		15,000			15,000			15,000			15,000			15,000	,		15,000	,	0	0	
NA	Rural - Moorehaven Slide	PE	230,000	10,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340,000	
	Stabilization - Pacific Highway/Moorehaven Area	ROW	40,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	
	WO Number: 392212	CN	6,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,010,000	696,000	0	1,000,000	800,000	3,512,000	
\blacksquare	We Namber 532212	TOTAL	276,000	_	120,000			0		_	0						1,010,000			1,696,000		800,000	3,902,000	
NA	Rural - 2008 Culvert	PE ROW	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	
	Improvements - Various Locations		0	0	0		0	0		0		0	0	0	0		0	0	0		0			
	WO Number: 380412	CN	150,000	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225,000	
Н		TOTAL	200,000		75,000		0	0			0		0	0		_	0	1 0	0	0		0	275,000	
NA	Rural - Rural Road	PE ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Improvements - Various Locations		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WO Number: TBD	CN	0	0	0	0	85,000	0	0	85,000	0	0	85,000	0	0	85,000	0	0	0	0	0	0	0	
		IOIAL	0		0			85,000			85,000			85,000			85,000			0		0	0	
										SIDI	EWALKS	AND ADA	COMPLIA	INCE										
	Sidewalk - ADA Compliance -	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Various Locations	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	0	
	WO Number: TBD	TOTAL	0		50,000			50,000			50,000			50,000			50,000			50,000		0	0	
	Sidewalk Program - Various	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Locations	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	MO North 200524	CN	0	200,000	0	0	413,000	0	0	650,000	0	0	650,000	0	0	650,000	0	0	700,000	0	0	0	0	
	WO Number: 380521	TOTAL	0		200,000			413,000			650,000			650,000			650,000			700,000		0	0	
NA	Sidewalk - NE 159th Street -	PE	145,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205,000	
IVA	Hockinson Highschool to Hockinson Jr. High School	ROW	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48,000	
	WO Number: 371121	CN	0	0	0	0	0	0	550,000	0	0	0	0	0	0	0	0	0	0	0	0	234,000	784,000	
	Wo Number: 3/1121	TOTAL	193,000		60,000			550,000			0			0			0			0		234,000	1,037,000	
											TRANSP	ORTATIO	N SAFETY											
	Transportation Safety	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NA	Improvement Program - Various	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Locations	CN	0	130,000	0	0	150,000	0	0	200,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	0	
Ш	WO Number: TBD	TOTAL	0		130,000			150,000			200,000			300,000			300,000			300,000		0	0	
N. A	Safety - NE 164th Street Culvert	PE	25,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,000	
NA	Improvements - MP 0.51±	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WO Name 200022	CN	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000	160,000	
Ш	WO Number: 380822	TOTAL	25,000		155,000			0			0			0			0			0		10,000	190,000	
												TOTALS												
	Annual Totals by Fun	ding		1,720,000	0	300,000	4,238,000	0	2,080,000	5,125,000	0	660,000	5,275,000	0	650,000	5,275,000	0	1,660,000	5,936,000	0	1,650,000			
																						6-Year	Ongoing	Programs
	Annual Totals			PE	ROW	CN		Total:	_															
	by Phase			505,000	310,000	1,205,000	190,000	240,000	5,888,000	10,000	200,000	5,575,000	0	200,000	5,725,000	0	200,000	6,735,000	0	200,000	7,386,000			
																							\$34,569,	000
	Annual Totals				2,020,000			6,318,000			5,785,000			5,925,000			6,935,000			7,586,000				



Advanced Right-of-Way Purchases Program



Manager:	Nikki Bushaw
Description:	This program sets funds aside for right-of-way land acquisitions needed to preserve future transportation corridors.
Basis:	Cost overruns and purchase right-of-way in advance of projects being funded.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	In the past, approximately \$300,000 per year was spent on advanced ROW. This budget has been reduced due to the poor economy.



Bridge Repair/Rehab Improvement Program



Manager:	Paul Williams
Description:	This program includes bridge repair, rehab, and bridge related Improvements.
Basis:	Replacing, repairing, and upgrading bridges.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	Approximately \$200,000 per year plus any grants received is spend on the bridge program.



Environmental Impact Mitigation Program



Manager:	Karen Streeter
Description:	This program provides funding for projects that provide wetland and habitat mitigation for capital improvement projects. Individual projects in this program include fish passage barrier removal, wetland/habitat mitigation bank development, and mitigation property management.
Basis:	Develop/Improve wetland banking, fish passage and habitat, reduces transportation impacts to the environment.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	In the past, approximately \$250,000 - \$500,000 per year was spent on environmental impacts. This budget has been reduced due to the poor economy.



Neighborhood Traffic Management Program



Manager:	Bill Wright
Description:	This program improves neighborhood traffic safety and circulation for all modes of transportation.
Basis:	Construct corridor completions, traffic calming devices, and other neighborhood projects.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	In the past, approximately \$150,000 per year was spent on this program. This budget has been reduced due to the poor economy.



Road Preservation Program



Manager:	Bill Wills
Description:	This program addresses overlays and other preservation activities.
Basis:	Preservation of existing facilities.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	In the past, approximately \$3,800,000 per year was spent on the preservation program. This budget has been significantly reduced in 2009 due to the poor economy.



Rural Road Improvement Program



Manager: Paul Williams Description: This program consists of shoulder widening, intersection improvements, and slide stabilization in the rural areas of Clark County. Basis: Rural road improvements - Shoulder widening, intersection improvements and upgrades, slide stabilization. Timeline: Ongoing Notes: See Ongoing Programs Matrix for proposed projects this year. Budget: In the past, approximately \$500,000 per year was spent on the rural program. This budget has been reduced due to the poor economy.



Sidewalks and ADA Compliance Program



ael Derleth
program address sidewalk and walkway needs and ADA compliance ovements.
truct sidewalks, walkways, bikeways, and ADA compliance improvements.
ping
Ongoing Programs Matrix for proposed projects this year.
e past, approximately \$700,000 per year was spent on this program. This et has been reduced due to the poor economy.



Transportation Safety Improvement Program



Manager: Paul Williams Description: This program consists of spot improvements to address safety, access management, and signal projects in urban Clark County. Basis: Construct guardrails, traffic signal coordination/improvements, access management controls, and other safety improvements. Timeline: Ongoing Notes: See Ongoing Programs Matrix for proposed projects this year. Budget: In the past, approximately \$450,000 per year was spent on this program. This

budget has been reduced due to the poor economy.

GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS

ACP

Annual Construction Program.

ADT

Average Daily Traffic.

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

A.M. Peak Hour

A.M. peak hour is identified by a one hour period in the morning when traffic flow increases. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to calculate the overall operation of a roadway or intersection.

Arterial

An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

BRAC

Bridge Replacement Advisory Committee. The BRAC exists to advise WSDOT on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

CAPP

County Arterial Preservation Program (State funding source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

CCC

Clark County Code.

CCRP

Corridor Congestion Relief Program (State funded).

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CRAB

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

Clark County Road Fund. County road funds are established through annual County property tax, gas tax and other revenues.

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

CWP

Clean Water Program

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

Collector Streets – Urban Collector

Collectors – Urban Collector. "Urban collector" provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified. (CCC 40.350.030(A)(5)(b))

Comprehensive Plan

A long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

Concurrency

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement 12.05.303 of the Road Standards.

EA

Environmental Assessment.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Functional Classification System

The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural roads. Within urban roads, they are further divided into arterials, collectors, and access roads; within rural roads, they are divided into arterials, collectors and access roads. The county's classification system is intended to be in compliance with the federal classification system (CCC 40.350.030(A)(4))

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HBRRP

Highway Bridge Replacement and Rehabilitation Program (Federal Funding Source). This program has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals and other barriers.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents. (LAG 12.32e).

Impacts

'Impacts' are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment. (WAC 197-11-752).

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The Level of Service is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

"Local residential access" streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors. (CCC 40.350.030(A)(5)(c)(2))

MVFT

Motor Vehicle Fuel Tax.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

NAAQS

The National Ambient Air Quality Standards were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

PSMP

See USP.

PWB

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a 5 to 20-year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

RAP

Rural Arterial Program (State Funding Source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCW

The Revised Code of Washington contains all the laws of the state of a general and permanent nature.

ROC

Washington State Recreation and Conservation Office.

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat, and Skamania counties.

WW&RP

Washington Wildlife and Recreation Program.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SAFETEA-LU

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SCFRRP

Salmon Creek/Fairgrounds Regional Road Plan.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

- 1) 'Significant' as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

SWCAA

Southwest Washington Clean Air Agency, is a government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

Stormwater Facility

"Stormwater facility" means the natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, swales, ditches, open channels, culverts, storage basins, infiltration devices, catchbasins, manholes, dry wells, oil/water separators, and sediment basins. (CCC 40.100.070)

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal Transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

TIB

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that was adopted in August 2001 (ordinance number 2001-08-01A) and an update was newly adopted on September 25, 2007 (ordinance number 2007-09-14). An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP

Six-Year Transportation Improvement Program.

TIPIT

Transportation Improvement Program Involvement Team. See Page 4 for more information on the TIPIT role. TIPIT members are listed under the *participants* section at the beginning of this book.

TPP

Transportation Partnership Program (State funding source). See UCP.

UAP (formally AIP)

Urban Arterial Program (State funding source) formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

UCP (formally TPP)

Urban Corridor Program (State funding source) formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

UR-SP (formally PSMP)

Urban Sidewalk Program (State funding source) formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. The WAC is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.